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OK SAUCE
The Cold Meat Specialité

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Fifty-Seventh Annual Issue.
Prices:
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HONGKONG DAILY PRESS, LTD.

No. 19,020. 第一萬九千零廿號 日四十月四年未己 HONGKONG, TUESDAY, MAY 13TH, 1919. 二拜禮 號三十月五年八國民華中 PRICE, $3 PER MONTH.

INTIMATIONS

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PEAK TRAMWAY COMPANY LIMITED.

TIME-TABLE

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15	minutes
8.00 „	to 9.30 „	„ 10	„
9.30 „	to 11.00 „	„ 15	„
11.30 „	to 12.45 p.m.	„ 15	„
12.45 p.m.	to 1.15 „	„ 10	„
1.15 „	to 1.45 „	„ 15	„
1.45 „	to 2.15 „	„ 10	„
2.15 „	to 5.00 „	„ 15	„
5.00 „	to 8.00 „	„ 10	„

NIGHT CARS.

8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.

SATURDAYS.

Extra Car—12.00 Midnight.

SUNDAYS.

7.30 a.m.			
8.00 „	to 10.30 a.m.	Every 15	minutes
10.30 „	to 11.00 a.m.	„ 10	„
11.30 „	to 12.00 noon	„ 15	„
12.00 noon	to 1.00 p.m.	„ 10	„
1.00 p.m.	to 5.30 „	„ 15	„
5.30 „	to 6.00 „	„ 10	„
6.00 „	to 6.30 „	„ 15	„
6.30 „	to 8.00 „	„ 10	„

NIGHT CARS.
As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season tickets will be issued until payment therefor has been made in Bank Notes or by Cheque or Comprador's Order, representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after THURSDAY, NOVEMBER 7TH, 1918, until further Notice

DOWN TRAINS.

Stations			No. 6 Through Express. a.m.	No. 7 Local. a.m.	No. 9 Through Slow. a.m.	No. 11 Local. a.m.	No. 13 Through Express. p.m.	No. 15 Local. p.m.	No. 17 Local. p.m.	No. 21 Local. p.m.
CANTON (Tai Sha Tau)	-	dep.	7.30		8.35		1.20			
SHEK LUNG	-	dep.	8.44		1.17		2.50			
Shum Chun	-	arr.	10.25		2.50		3.40			
		dep.	10.36	8.05	3.00	11.45	4.15	5.00	6.46	6.50
Sheung shui	..	dep.	—	8.15	3.37	11.53		5.07	6.54	6.58
Fanling	..	dep.	—	8.17	3.41	11.57	—	5.11	6.58	7.02
Taipo Market	..	dep.	—	8.22	3.51	12.02	—	5.18	7.05	7.09
Taipo	..	dep.	—	8.25	3.58	12.13	—	5.27	7.13	7.16
Shatin	..	dep.	—	8.44	4.16	12.34	—	5.46	7.32	7.35
Tsumsui	..	dep.	—	8.55	4.33	12.50	—	5.58	7.49	7.57
Hunghom	..	dep.	—	9.01	4.39	12.56	—	6.03	7.55	—
KOWLOON	-	arr.	11.10	9.05	4.50	12.55	7.55	6.07	7.59	7.14

UP TRAINS

Stations			No. 4 Local. a.m.	*No. 6 Through Express. a.m.	No. 8 Through Slow. a.m.	No. 10 Local. a.m.	No. 14 Local. p.m.	No. 16 Through Express. p.m.	No. 70 Local. p.m.	No. 22 Local. p.m.
Last Ferry leave ..	-	-	H.K.	6.35	7.50	8.05	12.12	1.06	1.45	2.06	5.05
KOWLOON	-	-	dep.	6.50	8.05	8.23	12.32	1.18	1.58	2.18	5.15
Hunghom	-	-	dep.	6.54	—	8.28	12.37	1.22	—	2.23	5.22
Yaumati	-	-	dep.	7.01	—	8.33	12.43	1.28	—	2.28	5.28
Shatin	-	-	dep.	7.13	—	8.51	12.57	1.42	—	2.41	5.40
Taipo	-	-	dep.	7.30	—	9.03	1.10	1.54	—	2.54	5.53
Taipo Market	-	-	dep.	7.31	—	10.06	11.14	1.57	—	2.55	5.57
Fanling ..	-	-	dep.	7.41	—	10.17	11.24	2.07	—	3.07	6.06
Sheungshui	-	-	dep.	7.45	—	10.21	11.28	2.11	—	3.11	6.10
Shum Chun	-	-	arr.	7.50	8.45	10.26	11.33	2.16	2.40	3.16	6.15
			dep.	—	8.55	10.30	—	—	2.55	—	—
SHEK LUNG	-	-	dep.	—	10.07	2.15	—	—	4.35	—	—
CANTON (Tai Sha Tau)	-	-	arr.	—	11.50	3.10	—	—	6.40	—	—

* Will stop at Taipo and Sheung Shui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

		a.m.	p.m.	p.m.			a.m.	p.m.	p.m.
Fanling	dep.	8.30	12.00	2.30	Shataukok	dep.	10.20	1.05	5.00
Shataukok	arr.	9.25	12.55	3.15	Fanling	arr.	11.15	2.00	5.55

H. P. WINSLOW, Manager. [53

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Length on Keel Blocks	510 feet.	350 feet.	714 feet.
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Water on Blocks at Spring Tide	26 „	24 „	34 „

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Two Floating Cranes of 80 and 40 tons each, besides 150 tons Giant Crane.

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Floating Crane of 40 tons weight, besides 100 Tripod Cranes.

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Breadth at Entrance on bottom	56 „ 0 „
Depth of Water on Blocks at Spring Tide	25 „ 0 „

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G. R.

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ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily, at the PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or identification papers.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION of PERSONS ORDINANCE, 1916.

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All Hongkong		**All China**	
1,000	per $1.40	1,500	for $1.00
1,500	„ 2.00	2,000	„ 1.25
2,000	„ 2.50	3,000	„ 1.50
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5,000	„ 5.00	10,000	„ 5.00

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TEA DANCES

10-DAY

Tuesday, May 13th,

and

Thursday, May 15th.

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Parcels will be received at the Office until 3 P.M. the day before sailing. The contents and value of all packages are required.

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The coming Sea-side resort of South China.
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The headquarters of the Canadian Pacific Ocean Services and the leading American Business concerns.

THE HOTEL COMPANY have recently extended their cold storage plant and instituted motor transportation, are specialising in outside catering such as banquets dances, picnics, etc., and are prepared to supply all necessary equipment, decorations furnishings an music.

Quotations may be obtained on application at the Hotel Main Office, or representative will call on communicating with
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TELEPHONE No. 1673 MANAGER.
J. H. TAGGART, Manager. [14

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Situated on the British Concession, Shameen.
The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention given to Tourists.
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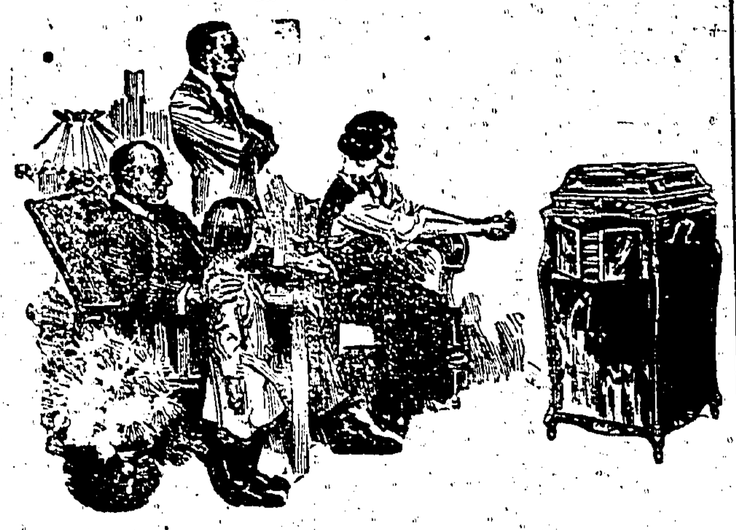

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[48

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world-renowned melodrama

"WHEN LONDON SLEEPS."

THE GREAT VACUUM ROBBERY.

THE WILD ENGINE.

BRITISH GAZETTE NOS. 522-523.

Booking at ROBINSON'S.

[135

THE "MARAMA."

THE CAPTAIN'S REPORT FROM COLOMBO.

The following letter, from the Captain of the *Marama*, written from Colombo, puts another light on many of the complaints from the passengers as to the "scandalous" state of the ship.

New Zealand Expeditionary Forces,
H.M.N.Z. Hospital Ship
No. 2, *Marama*,
Colombo, April 15th, 1919.

The Agents, Singapore.

Dear Sirs,—I have to report that I have found it necessary to make Colombo a port of call, in order to secure more native stewards, the present complement having proved unable to cope with the work.

I am also taking this opportunity to harden up all tanks with fresh water, as an excessive amount has been used in the last few days, and any reduction of the daily supply would (and did) cause considerable dissatisfaction amongst passengers.

Several deputations from the passengers have come to me with various complaints, some of which were worded in very strong and decisive terms. I have reason to believe that most of the grumbling originated amongst a very minority of the passengers.

As time does not permit me to enlarge on all of these deputations I will confine myself to describing the one which called on me in the forenoon of the 13th instant. Their complaints were presented to me in the form of a typewritten letter. It contained the following statements (I quote from memory):—

(1.)—That in the opinion of this committee, the ship is in a grossly insanitary condition.
(2.)—That the ships is overcrowded.
(3.)—That this committee demand that the ship call at Colombo, and there be inspected by the health authorities, before proceeding further on her voyage.

The committee stated that they cast no reflections on the ship's personnel. I said that had they wanted to do so they could not have worded their complaint better for that purpose.

I admitted that the ship's providore department was undermanned, and unable to cope with the huge and unforeseen amount of work that had arisen, owing chiefly to the number of more or less helpless women and children on board, and contended that most, if not all, of the dissatisfaction that had arisen was due to this shortage.

With regard to statement number one, I absolutely denied that the ship was in an unsanitary condition, and in doing so I was backed up by both my medical officers.

As to the statement of overcrowding I was able to produce the figures appertaining to other, and longer, voyages than the present one, which proved that we had carried over 100 more patients than the number of passengers now on board.

The matter ended by the committee withdrawing these charges, apologising for their letter, and asking me to return same to them, which I accordingly did, and the matter ended at that.

It is beyond question that a number of the female passengers are in a semi-invalid condition and so require a considerable amount of attention. Most of them are unused to fending for themselves and have therefore been put to considerable, and unavoidable, discomfort.

The excessive baggage labelled "Wanted on Voyage" and demanded by the passengers to be left in the wards, have been the cause of annoyance, to the passengers themselves, as well as to the executive, and made it difficult, if not impossible, for the stewards to keep the wards up to their usual standard of cleanliness and comfort. With a view to providing a remedy to this I am now insisting on only absolutely necessary baggage being kept in the wards, and am having the remainder so stowed as to be available daily. I must say that most of the passengers have given us all the assistance they could to help things along, and I feel confident that if this spirit was more in evidence there would be really no reason for complaint.

Before arriving here I communicated by wireless with you, and as you know it has been impossible to secure more than fourteen reliable Cingalese stewards.

I have also to report the death of James Robert Glen Anderson aged 10 months, on the morning of the 11th instant. Death was due to hyperpyrexia. The body was buried at 9.15 a.m. the same day, in Lat. 5 degrees 38 minutes north, longitude 97 degrees 11 minutes east.

I hope to leave this port at 1.30 p.m. this day *en route* for Suez, and trust to have a successful passage.

In conclusion I would like to state that with regard to all complaints touched upon, I am making accusation against no one in particular and merely mention the matter in order that you may fully appreciate the situation. The minority alluded to in the third paragraph of this letter is chiefly composed of the more wealthy passengers and those who are in good health, and who might easily have stayed behind until a more suitable ship, from their point of view, was available. The remainder, composed of people who *urgently wish to get home*, are more or less content to put up with existing conditions, and are only too glad to be on board.—I am, yours faithfully,

(Sd.) R. M. ALDWELL,
Master.

The Commission of Inquiry into the differences which at present exist at Singapore between the owners of certain vessels engaged in the local trade and the deck officer and engineers serving in such vessels, the causes of such differences and the steps that should be taken with a view to their adjustment, will be composed of the following: The Hon. Mr. A. M. Pountney, (president) Hon. Mr. R. J. Addie, Messrs. N. M. Beck, H. H. Brown, C. E. Craig, H. Duringer, W. A. Gamble, W. G. Hennings, Lee Hoon Leong, Lim Chin Guan, J. R. D. Oldman, and J. M. Sime.

BEATING THE BULGAR.

THE PURSUIT.

It has been suggested that the Bulgar retirement was caused solely by lowered morale. This was undoubtedly one factor in the case. His adhesion to the Central League was, by this time, a matter of fear more than of loyalty, and of sheer inability to cast himself loose from its toils. Constant calls upon the resources of his country had resulted only in keeping the wolf from the Prussian door, and in the earlier part of last year his men made an appearance as garrison troops on the Western front. All around him he saw his allies hard pressed and exhausted, while the constant activity of the *Entente* harassed his men to their utmost. Once his line had been really broken and the turning of his successive positions commenced, his low spirits manifested themselves in no uncertain manner: While a chance of escape remained he fought well and stubbornly, but when retirement became inevitable through the closing of the jaws which the French and Serbs were preparing for him on the one hand and the British on the other, he wasted no time in withdrawing anything that could be left behind as long as he himself escaped.

His dumps of all sorts were destroyed, his aerodromes blown up with many of their machines, his hospitals fired, the main Salonika-Uskub railway rendered useless for at least a month. His trench stores were left in places almost intact; his observation posts when entered by our men still contained their charts and instruments; every evidence was given that the carefully planned organisation of his withdrawal was hurried and hampered by the rapidity of our movements.

On the night of September 21st-22nd our men received the order to advance. Through Gheyghel they went, and over the Pip Ridge towards Bogdana, and on the right to Doiran, through which three towns ran the Bulgar three main lines of retreat. As they pressed forward, though they found food, stores, material, ammunition, the Bulgar was nowhere to be seen. Indeed, judging from the increasing quantity of *débris* and munitions which strewed the roads, the retirement was turning into a rout.

SIGNS OF A ROUT.

Undamaged guns made their appearance by the roadside, and enormous quantities of discarded infantry equipment. A complete steam roller, the fires of which had scarcely cooled, was left standing on the very patch of road on which it had been working. Carcases of horses, mules, and oxen lay as they had dropped. The most personal possessions of those employed behind the line were abandoned in their dug-outs and billets. And so the rout increased. As our men followed hot on the scent, they were eager to notice the habits and habitats of "Johnny," for whom they entertained a sort of sneaking affection. The Bulgar front line was of enormous strength, provided with deep concrete dug-outs of remarkable comfort and immune against the heaviest shell fire. Gheyghelli, which barred the way to the upper Vardar Valley, was converted into a veritable fortress; an impenetrable forest of wire surrounded Doiran town, while a feature of his system was the enormous number of pill-boxes which strewed every approach.

Behind his line, in such parts as were cultivable, the Bulgar had been busy, many well-tended gardens adding pleasant luxuries to our men's unpalatable bully and biscuits. In the matter of billets, too, the Bulgar had shown industry and resource, and the most enterprising efforts on our side of the line were easily surpassed in ingenuity and comfort. Many buildings were of a sufficiently permanent character to solve the housing problem on this frontier for many years.

At first the general feeling was that the Bulgar had proved himself a much more go-ahead person than we had imagined him to be, but as the back areas were reached the motive force was revealed. The notice and direction boards turned gradually from Bulgar to German, German hospitals and non-combatant units began to give evidence of their presence, and by the time we entered Cestovo the German, and not the Bulgar, had very evidently been in possession.

Cestovo lies in a valley, in which the three roads from the old front converge. All the retreating Bulgar and German troops from the British front passed through the enormous dump which had been established there, and filed past the palatial headquarters of the 2nd Bulgarian Army, with its newly erected, comfortable villas, like a miniature garden city, for the officers, and spacious swimming baths and other luxuries for the men. From there the road forks to the left into the Vardar valley, in which the Serb cavalry was already on the way to Uskub, on the one hand, and Sofia on the other; and to the right, over the steep Kosturino Pass, across the top of which runs the Bulgar-Serb frontier, and into the Strumitza valley, along which the Strumitza River flows east, joining the Struma above the Rupel Pass.

BULGARS ONLY STAND.

Along this latter road, then, tramped the dispirited columns of Bulgar troops and transport. In the Kosturino Pass, where no escape is possible, our aeroplanes, by their repeated bombing, caused tremendous havoc and when our men arrived the scene was nauseating in its litter of mutilated dead, burning wagons, and abandoned and overturned guns. From what was left one could reconstruct theh horror those bombing squadrons of ours caused in the densely-packed line of Bulgars, and how greatly they must have contributed in all stages of the retreat to his demoralisation. Nevertheless, it was

(*Continued at foot of next column.*)

at the summit of this pass that the Bulgar made his only stand. His line was substantially the same as that from which he shelled our own retreating Tenth Division in November, 1915; but now the tables were turned. No sooner were his guns in position than he found himself again outflanked by the Serbs, who had entered the Strumitza valley west of the town, and he was forced back by a single British charge.

The town of Strumitza we entered without resistance. Indeed, the Bulgar inhabitants themselves welcomed us, for not only had the retreating German troops carried off all food supplies and every piece of machinery from the town, so that not even a sewing machine was left, but their own troops had repeated the German pillage on what little remained. The town was stocked to overflowing with cheap German trinket ware—and with nothing else. Down the Strumitza Valley the Bulgar retreated apace, harassed at every turn by our cavalry and airmen. By our occupation the whole of his Struma army was threatened, and the Greeks, though so far they had done little in that sector, were only too anxious to push forward. To the west the First Bulgarian Army was separated from that opposite us, and was fleeing before the French and Serbs, together with the Eleventh German Army, which was hastening to join the Austrians in Albania. Every approach to Sofia was turned, and Serb cavalry within twenty miles of the town, where martial law was proclaimed. The crisis in the political sphere was no less acute than in the military, and the peasants were ready for revolt.

Capitulation was the only way out. In the early morning of September 30th all troops were ordered to stand fast. Shortly afterwards the enemy representatives travelled through our lines in cars. The following day the armistice was signed. No Greek or Serb troops were to enter Bulgaria as Army of Occupation—that was the point on which the Bulgar, remembering his own atrocities, seemed most immediately anxious. It was the British and French who again went forward. But what subsequently happened to the Salonika army is a chapter as yet unfinished.

THE WORLD'S SHIPPING.

THE EFFECT OF WAGES ON COMPETITION.

Writing to *The Daily Telegraph* Mr. Moreton Frewen says:—Mr. Hurley's elaborate shipping statistics which are cabled to you to day suggest a formidable competition by the United States in the days at hand. But ocean competition is very largely, indeed entirely, controlled by the rate of wages obtaining on land, and that rate in the case of the United States is so phenomenally high that she can never hope to staff her ships, whether warships or merchant marine. The great game of the ocean is not for her; the prizes in that land of opportunity are too tempting.

My friend, Mr. Robert Dollar, of the "Dollar Line" of steamships, which run between San Francisco and China, gives the following figures of three sister ships he has operated during the past year, one under American registry, one under British, and the third under Japanese. The American ship, with a complement of forty-seven hands, has cost him $3,720 (£744—or, rather, £800 at the new rate of exchange) per month; the British, with thirty-six hands, £281 a month; the Japanese, with thirty-six hands, £155 a month. Mr. Dollar adds that in 1913 "the percentage of American ships operating in American trade on the Pacific was 26.1, and of Japanese 26.05. It has now dropped to American 1.97, as against 50.90 per cent. for Japanese." In 1910 the percentage of American goods carried in American bottoms was 91.5 per cent., but in 1914 that had fallen to a fraction of 1 per cent. (.97). Again, the fall at hand in sterling exchange will of itself bonus our freights and our exports to America, and will penalise America here. The competition on the ocean we have to reckon with is the growing competition of Japan—Japan immensely enriched by the war, and about to be a large purchaser of American tonnage, and also the competition of the rules low.

"PEGS" IN THE EAST.

In Britain, although the grip on commodities is lessened a little, the sobering of the nation goes on as before, with, it must be confessed, excellent results. We have not been "bone-dry," as America proposed to become, but there is still the same difficulty in buying a bottle of spirit, stout, or beer, as last year. In the East, however, you seem to be better off. An "Indian Exporter" in a letter to *The Times* tells us we would be amazed, and insist on an alteration in the state of affairs, did we know how different matters are on your side. And he asks the following:—(a) Quantity of whisky exported annually, 1913 to 1918, to India and Crown Colonies. (b) Duty on same which had been lost to the United Kingdom Exchequer. (c) Prices of the "peg" in the Bombay and Calcutta Clubs and of a "stengah" in the Singapore and Penang Clubs. (d) Has anybody (even the half-castes and natives) ever had to ask twice in above places for a drink or even a bottle of whisky? (e) How much whisky has been sunk at sea in vessels bound eastward? (f) Has exported whisky been 25 U.P. whilst we have had to be content with 30 U.P. whisky? If he added a few words about the good supply on ocean liners, he would have made the mouths of our almost total abstainers water a little more still. But I suppose you have had your difficulties for, talking to an officer yesterday who throughout the war has been kept in India, he said that last Christmas Day was the first he could remember when he had not had champagne for dinner.—*Times of Ceylon.*

CITY HALL WORK PARTY.

CONSIGNMENTS OF COMFORTS TO SIBERIA.

During April the City Hall Work Party received the following:—38 shirts, 293 vests, 111 pyjamas, 73 pants, 50 overalls (boys'), 290 handkerchiefs, 30 food-covers, 432 fly-nets, 14 scrubbers, 490 roller bandages, 594 many-tailed bandages, 78 pairs socks, 14 mufflers, 3 knitted waistcoats.

The Wesleyan Church Work Party sent to be packed:—48 shirts, 14 women's knickers, 12 food-covers, 38 small mops, 7 bags, 11 pairs socks, 2 mufflers, 1 cholera-belt.

A quantity of old clothing was also sent in, for which grateful thanks are expressed.

All the above, with consignments from the Naval Yard Work Party, "Our Little Bit Society," and the Catholic Women's League, were sent to the British Red Cross in Vladivostock.

The following letter has been received by Mrs. Stubb:—

Headquarters,
British Military Mission,
to Siberia.
April 15th, 1919.

DEAR MADAM,—On behalf of General Knox and the British Military Mission may I tender you sincere thanks for the 25 cases of comforts, etc., received by the *War Charger*, through Ordnance, Hongkong.

They have been handed over to the Canadian Red Cross for disposal up-country at an early date.

May I say how deeply your kindly thoughts and generous gifts are appreciated by all here?—With all good wishes, sincerely yours,

T. A. ROBERTSON,
(Major),
D.A.D.O.S.,
British Military Mission.

U.S.A. IMPORT REGULATIONS.

The American Consul-General has received instructions from Washington indicating that hereafter, under a general import licence known as "P.B.F. No. 37," the importation into the United States will be allowed from all countries except Germany (including the Rhine Provinces), Hungary, Luxemburg, and those parts of Russia under Bolshevik control, of all commodities except the following controlled commodities:—Sugar, wheat, wheat flour, pig tin, tin ore, tin concentrates and all metal alloys containing tin, including tin dresses, tin oxides, solder dresses, type metals, and other metals containing tin; nitrate of soda and nitrate of potash, emery and emery ore, except that mined in Canada; salversan, nonsalvarsan, arsphenamine, and all substitutes therefor and equivalents thereof; dyes and dyestuffs, including dye bases, crudes and intermediates; potash; except that dyes and dyestuffs and potash do not require individual licences when shipped from the United Kingdom, France, Italy, Belgium or Japan or their possessions; and all commodities which have been produced or manufactured in Germany or Hungary irrespective of the present location of such commodities.

These instructions supersede all previous instructions. The production of import licence numbers is not necessary from this date before the certification of invoices at the Consulate-General for any commodity whatsoever, but shippers are advised that individual import licences are still necessary to secure entry into the United States of the above-mentioned controlled commodities, except that (A) wheat or wheat flour consigned to the United States Grain Corporation may be imported under P.B.F. 19, and (B) all commodities whatsoever in transit through the United States may be imported under P.B.F. 35, and (C) all commodities may be imported into the United States possessions under P.B.F. 2 when for consumption and not for transhipment, as heretofore.

General Import Licence P.B.F. 37 and these instructions are the result of the suspension of enemy trade restrictions heretofore announced, and they supersede all former instructions concerning the import restrictions of the War Trade Board.

The Consulate-General is also able to announce that hereafter declarations and certificates of interest are no longer required before certifying invoices.

CANTON NEWS.

CANTON, May 12th.

PEACE CELEBRATIONS.

At a recent meeting of residents on Shameen to consider the best methods of celebrating peace, it was decided that on the day of the celebration, (1) guns should be fired by the gunboats in the morning, (2) an open-air meeting should be held in Shameen, and other meetings in various Chapels, in the afternoon, (3) the guards of the Military Government should parade on the Eastern Parade ground and (4) there should be an exhibition of fireworks at night.

YESTERDAY'S PUBLIC MEETING.

The people in Canton held a public meeting in the Tung Yuen Garden yesterday to discuss the decision of the Peace Conference regarding Tsingtao. More than a hundred thousand people attended. After the meeting the people marched to the headquarters of the Military Government. The demonstrations were welcomed and the Military Government promised to do what it could to bring about a more satisfactory settlement of the question.

A NEW BANK.

The Japanese in Canton are forming a new bank in Shameen. The bank is to be named The South China Bank, and will have branches in Taiwan, Singapore, and other places.

CHINESE INFORMER SENT TO GAOL.

PUNISHMENT OF A "YOUNG SCOUNDREL."

At the Magistracy, yesterday, before Mr. R. E. Lindsell, a Chinese youth was charged with being in unlawful possession of two daggers and a quantity of pepper.

Inspector Kent stated that another man, a Police informer, would be charged with aiding and abetting the youth. This man informed a Chinese detective that a party of men were proceeding in the direction of Caroline Hill Road, carrying arms, with the intention of committing an armed robbery. A *posse* of constables went to the place, but found no one there except the youth, who had the daggers in his possession. The circumstances were rather suspicious, and enquiries were made as to where the man had obtained the information. The boy refused to divulge anything at first, but subsequently informed witness that a man called *Po Lee Pau* (glass gun man) had given him the daggers. When the man was brought in the youth identified him. The man's idea evidently was to get the boy into trouble and then claim a reward. The man, however, denied his guilt.

The youth pleaded guilty to being in possession of the daggers and was sentenced to four weeks' hard labour.

The case against the informer was then proceeded with.

Inspector Kent said that the informer was working formerly under Mr. King. He gave information about a lot of "stunts" which never took place. He once informed Sergeant Cockle that an armed robbery was to take place near the coffee plantations, but advised him not to go there armed as the robbers had no intention of shooting at the Police. Sergeant Cockle went there and saw defendant with the gang.

Mr. Lindsell: Did you arrest them?

Sergeant Cockle: Not at that time, but later on. The man's whole intention is to earn a reward. I have known him for nine months and he has never earned a cent.

Defendant: I know Mr. King: he gave me a certificate of good character. I have been 46 years in the Colony and have never committed an offence. I have been always helping the Police and the Government. When a girl was murdered in Wanchai some time ago I gave the information which led to the murderer's arrest. The nickname *Po Lee Po* was given me by some men.

Inspector Kent: Mr. King liked the man so much that he attempted to institute banishment proceedings against him, but was unable to do so as the man was born in Hongkong. He comes of a bad family. His brother was charged with manslaughter and sentenced to a long term of imprisonment, and his wife has just come out of gaol.

Mr. Lindsell sentenced defendant to six months' hard labour.

The brother of the youth was called up by Mr. Lindsell, who said: Your young brother is a scounderel.

The brother: That damned boy has done a lot of dirty work.

Mr. Lindsell: If you use bad language in Court you will be fined. You are the only relative of the boy and you must take better care of him. He has been sentenced to four weeks' hard labour, and when he comes out of prison he will, no doubt, be banished.

FACTORY GIRL PLEADS SHE IS THE VICTIM OF SPITE.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, a Chinese girl working in the Kwong Sai Hong, Wanchai, was charged with stealing a quantity of Florida water.

A Chinese watchman said he examined a thermos flash which the girl was carrying and found it contained Florida water.

Defendant said the whole thing was a matter of spite. She had taken some tea into the factory in the thermos flask to refresh herself with during working hours. Another girl picked up a quarrel with her and put the Florida water into the flask with the intention of incriminating her. She had witnesses to prove her innocence.

Mr. Lindsell remanded the case till to-day for the production of witnesses.

CHARGE OF RECEIVING STOLEN SUGAR.

At the Magistracy, yesterday, before Mr. R. O. Hutchison, three Chinese were charged with unlawfully receiving 185 lbs. of sugar, which had been stolen from a store in Connaught Road.

Mr. P. W. Goldring, who appeared for the defence, applied for a remand.

Mr. Hutchison granted the application, fixing bail at $250 for each defendant.

POSSESSION OF ARMS.

CHINESE FINED $100.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, a respectable-looking Chinese, dressed in European clothing, was charged with being in unlawful possession of two revolvers and five rounds of ammunition.

Defendant stated that Mr. Hill, of the Kowloon-Canton Railway, presented him with the revolvers. Defendant was an employé of the British-American Tobacco Company, and was too busy to apply for a permit.

Inspector Kent said the Police had been unable to make any enquiries about defendant as he was only arrested on Sunday night.

Mr. Lindsell: He appears to be a respectable man.

Inspector Kent: Yes. One of the revolvers was loaded, and one chamber appeared to have been fired.

Defendant replied that he received the revolvers two months ago. One of the chambers had been discharged. He admitted telling the Police that one of the revolvers belonged to his grandfather.

It was stated that when defendant was questioned at his house he denied having any revolvers in his possession. The Police, however, searched the premises and found the revolvers concealed underneath the mattress of the bed.

Inspector Kent intimated to the Magistrate that the C.S.P. wished the case to be dealt with as an ordinary one.

Mr. Lindsell told defendant that, having been resident in the Colony for a long time, he should have known that a permit was necessary for keeping a revolver. The use of revolvers in Hongkong was becoming very serious.

Defendant expressed his regret and was fined $100.

EXTRADITION PROCEEDINGS.

CHARGE OF ROBBERY AND KIDNAPPING.

On behalf of the Canton Government, Mr. Leo Longinotto, Assistant Crown Solicitor, made an application before Mr. R. E. Lindsell, at the Magistracy, yesterday, for the extradition of three Chinese who were wanted to answer charges of robbery and kidnapping.

Mr. J. H. Gardiner appeared for the defendants.

The allegation was that on November 14th the three men entered the village of Lai Ngok, in San Wui district, and, after committing an armed robbery, they kidnapped some persons and held them to ransom. One of the witnesses stated that while he was sleeping he heard the sound of something being thrown against the door, and a few seconds later the door was broken open. Three men entered his premises, and the second defendant pointed a revolver at him. The men tied him up, put a hemp bag over his head, and then took him away to a Temple by boat. There were twenty other persons kidnapped from the village. The robbers did not free them till ransom money was paid.

Mr. Lindsell adjourned the hearing till to-day.

ATTEMPTED MURDER AT SHAMSUIPO.

TWO CHINESE ARRESTED.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, a Chinese was charged with attempting to murder two Indian constables at Shamsuipo by shooting at them with a revolver. A second Chinese was charged with being in possession of nine rounds of ammunition.

Mr. J. H. Gardiner appeared for the defence.

It will be remembered that about a week ago an armed robbery was committed at Shamsuipo. An Indian patrol was sent out and met two men, who immediately fired at the constables, but missed them. The men made their escape, but were subsequently arrested.

Mr. Lindsell remanded the case, fixing bail for the second defendant, against whom the charge was not serious, at $2,500. Bail was refused for first defendant.

MURDEROUS ASSAULT ON TWO PARSEES.

TWO MEN IN THE DOCK.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, two Chinese were charged with assaulting two Parsees.

The two defendants attacked the Parsees, who were their masters, with hammers, while they were asleep. The defendants then attempted to escape but were arrested by the Police.

As the complainants were not out of hospital, the case was remanded for a week.

FALSE PRETENCES.

PORTUGUESE YOUTH VICTIMISES A CHINESE WOMAN.

At the Magistracy, yesterday, José Henrique Baltrao was charged with obtaining $2 by false pretences from a Chinese woman living at Yaumati.

On May 8th defendant went to complainant's house in Temple Street and, representing himself to be an *employé* of the China Light and Power Co., demanded to examine the number of lights in complainant's house. The complainant produced an authority to use three lights, and, as she had four lights in the house, defendant demanded $2, threatening to report the matter to the Company if the money were not forthcoming. The woman paid the $2 and then informed the Company, who had the defendant arrested.

Defendant said he was very sorry he had committed the offence, which was the result of being out of employment for a long time. He was not in his proper senses at the time. Formerly he had been working as a telephone clerk in the Harbour Department.

Inspector Browne stated that defendant had been a member of the Police Reserve.

Mr. Lindsell fined defendant $50, with the alternative of four weeks' hard labour.

A FEMALE FAGIN.

CHINESE WOMAN SENTENCED.

At the Magistracy, yesterday, before Mr. R. O. Hutchison, a Chinese woman was charged with kidnapping a girl, fourteen years of age, and inducing her to steal. The girl pleaded guilty to stealing jewellery valued at $185 from her mistress.

The girl stated that she committed the theft at the woman's instigation. This the woman denied, saying that the girl had been maltreated by her mistress, and she gave her shelter out of pity.

Inspector Macdonald stated that on Saturday morning the girl disappeared with the jewellery. Information was given to the Police, who watched the Macao boat and arrested the two defendants. There was only $73 found on the girl, and it was believed that a portion of the jewellery had been despatched to Macao.

The woman said complainant was a person of bad character, having several sweethearts. She once caught her kissing another man.

Mr. Hutchison discharged the girl with a caution, and sentenced the woman to six months' hard labour.

THE JUBILEE STREET AFFRAY.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, eight Chinese were charged, on remand, with participating in the recent fracas in Jubilee Street.

Mr. F. X. d'Almada, who appeared for the defendants, said he was ready to go on with the case.

Sergt. Wills stated that there were another two men still in Hospital. They would be discharged next day, and he thought it would be better to charge all the accused together.

Mr. Lindsell remanded the case till to-morrow.

BANISHEE'S THEFT.

A time-expired banishee stood in the dock at the Magistracy, yesterday, charged with theft.

Defendant, who had been banished for ten years, returned to the Colony when this term had expired. He was arrested by a *lukong* on suspicion, as he was carrying a wooden table in the street. It was subsequently ascertained that he had stolen it.

Mr. Lindsell sentenced defendant to a month's hard labour.

BRITISH WOMEN'S ALIEN HUSBANDS.

In the House of Commons, on March 18th, Mr. Shortt informed Colonel Burn that English women who had married German husbands would not be compelled to go to Germany against their will. In certain cases of special hardship such women could, under recent legislation, be granted naturalisation as British subjects. The general question of the nationalisation of women was under consideration in consultation with the Dominions and India, with the view to legislation, if necessary, at a convenient date.

LAURA QUERITE REVUE CO.

TO PLAY IN HONGKONG NEXT MONTH.

In conversation with a reporter of the *Daily Press*, yesterday, Mr. Joe Fisher, general manager of the Middle East Films Company, said that the Laura Querite Revue Company, which has recently been touring in India and Malaya and is now in Hongkong, is leaving for Shanghai, to-day. After a three weeks stay in Shanghai the Company will go to Peking and Tientsin, returning to Hongkong for a week's season, between June 20th and 25th.

The Company, which has a salary roll of over £400 a week, is starred by Laura Querite, said to be one of the most famous of America's lady entertainers.

THEATRICAL PLANS FOR THE FAR EAST.

The Middle East Films Ltd. has big plans for theatrical enterprise in the East. The Company is a branch of the African Theatrical Trust which controls forty theatres in Africa, and intends to arrange for a round-the-world tour of all those artists who are engaged from Home for the African tour. It is intended that from Africa they will tour India, Ceylon, Malaya, possibly making a call at Bangkok, Hongkong, the Philipines, Shanghai and so on to America and back Home. Mr. Fisher said that when these plans are in full operation, which will be early next year, there would be a continuous round of entertainments in Hongkong, as well as in other big cities, all through the year.

Referring to the accommodation provided for theatrical companies in the Colony, Mr. Fisher remarked "I am sure that you will soon be erecting a new first class theatre. Hongkong needs it. We hope very soon to have Marie Tempest coming out East," he said, in closing the conversation.

DR. BARNARDO'S HOMES.

"THE HONGKONG BED."

"The Magpies" entertainment	$ 144
Sir Ellis Kadoorie	$ 50
Kathleen, Dillon and Edwin	$ 50
Anonymous	$ 25
Mrs. F. W. James	$ 10
Joan and Dick	$ 10
Mrs. Strahan	$ 10
Mrs. Ti Ngok Tan	$ 10
Anonymous	$ 5
Mrs. T. L. Perkins	$ 5
	$ 319
Already acknowledged	$2,407
Received on account of the sale of work	$ 238
	$2,964

Mrs. Pollock writes:—I have much pleasure in stating that a draft of £500 has been sent Home to be invested in National Funds—the interest from such investment to endow a bed in Dr. Barnardo's Homes, over which a tablet will bear the inscription "The Hongkong Bed": in acknowledgment of services rendered to the Empire, and in memory of those who died in the War."

In addition to the sum of £500 a small surplus from the sale of work will be sent towards the general expenses of the Homes. My sincere thanks are due to all subscribers, to the "Magpies" for their entertainment in aid of the Fund, to Mrs. Barlow and Sisters of the Government Civil Hospital, to all who sent needle-work for the Sale of Work, and to the Press for kindly publishing the subscription lists and the various notices in connection with the Fund.

THE DOVER PATROL MEMORIAL.

The Mayor of Dover, writing on March 25th to the Hon. Mr. H. E. Pollock, K.C., Chairman of Hongkong branch of the Royal Society of St. George, says:—

"Your telegram of the 12th instant reached me on the 21st instant, and since then I have received from the Hongkong and Shanghai Banking Corporation a draft for £120 from Britons in Hongkong.

Will you please accept and kindly convey to all those concerned the Committee's and my own grateful thanks for so generous a donation. Needless to say, a contribution coming from so far a field is very much valued by us all.—Yours faithfully,

E. W. T. FARLEY
(Mayor).

LANE, CRAWFORD & CO.

FURNISHING DEPT.

WE HAVE JUST RECEIVED
A LARGE STOCK OF

PLAIN CASEMENT CLOTHS

IN ALL SHADES.

CRETONNES and TAFETTAS

IN NEW COLOURINGS AND DESIGNS.

PLAIN and FANCY MUSLINS
AND
LACE CURTAINS

IN A NEW RANGE OF DESIGNS.

ALL ABOVE GOODS ARE OF

BRITISH MANUFACTURE

MODERATE IN PRICE AND WILL
WEAR and WASH WELL.

PATTERNS ON APPLICATION.

LANE, CRAWFORD & CO.

VICTORIA THEATRE

May 13th and 14th,
9.15 p.m.
HOUSE PETERS
in
"THE HAND OF PERIL"
in 5 parts
and Various Comics.

MATINEE
Thursday, May 15th, at 5.15 p.m.
JUST JIM
featuring
HARRY D. CAREY.

Remember Thursday, May 15th,
RUTH ROLAND
in
A Pathe Cyclonic Serial
"HANDS UP."
BOOKING AT ANDERSON'S.

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MACARONI, VERMICELLI, NOODLES,

AND ALL KINDS OF PASTE.

AGENTS WANTED!!!

Special price for wholesellers and retailers.

Please apply:—
CANTON NOODLE AND MACARONI FACTORY.
Manufacturers of the well known
"Poppy Brand."

Office:—31, OLD GILMAN STREET, Tel. No. 2899.
Manufactory:—18/22, ARGYLE STREET, Mongkok, Tel. No. K368.
Hongkong, March 3rd, 1919. [489

Wm Powell Lrd.

TELEPHONE 346

HAVE
THE
BEST
SELECTION
OF
GENTLEMEN'S
HIGH-CLASS
SUMMER
UNDERWEAR.

AERTEX

NEW ADVERTISEMENTS

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-FOURTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the HONGKONG HOTEL, Hongkong, on FRIDAY, the 23rd day of MAY, 1919, at Noon, for the purpose of receiving the the Report of the General Managers together with a Statement of Accounts to the 31st December, 1918.

The REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 19th day of May to Monday, the 26th day of May, 1919, both days inclusive, during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, May 12th, 1919. [748

TO LET
For Nine Months

FURNISHED HOUSE at the PEAK, Five Rooms, from July 1st.
Apply--
Box No. 747
Care of "Daily Press" Office.
[747

TO LET.

AT the PEAK, with immediate possession, No. 3, MOUNTAIN VIEW, Furnished or Unfurnished.
Apply to—
H. E. POLLOCK,
Supreme Court.
[735

TO LET (UNFURNISHED).

NO. 10, MOUNTAIN VIEW, PEAK, from June 1st, 1919, in excellent condition.
Address—
"A. B.,"
Care of "Daily Press" Office.
[669

TO LET.

NO. 102, THE PEAK, 6-Roomed House at the Peak.
Apply to—
PERCY SMITH SETH & FLEMING
[522

TO LET.

A FLAT in Nathan Road, Kowloon
A Flat in Humphreys Buildings, Kowloon
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings
[81

THE PEAK.

FOR SALE A FIVE-ROOMED Residence.
For particulars apply to—
"X.Y.Z."
Care of "Daily Press" Office.
[434

HONGKONG AND SOUTH CHINA WAR SAVINGS ASSOCIATION.

NOTICE.

WE beg to announce that all Straits Settlements War Loan taken up by this Association for its Members has now been exhausted. All moneys paid in to this Association will, in future be invested in British War Loan bearing interest at 5 per cent. per annum.

UNION INSURANCE SOCIETY OF CANTON, LTD.
Hon. Secretary. [739

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2332.

FAVOURED with instructions from The Concerned,
will sell by Public Auction on WEDNESDAY, May 14th, 1919, at 2.15 P.M., at his Sales Room.

USEFUL HOUSEHOLD FURNITURE AND EFFECTS,

Comprising:—

Blackwood Furniture, Teakwood Mirror-door Wardrobes, Chest of Drawers, Clocks, Carpets, Rugs, Easy Chairs, Overmantels, Dining and Card Tables, Single and Double Bedsteads, Curtains, Brass Figures, Knives, Forks, Spoons, Glass and Crockery Wares, Vases, Bowls, Electric Fans, Typewriters, Piano and a lot of Sundries.

TERMS—Cash on Delivery.
Hongkong, May 8th, 1919. [284

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,
On WEDNESDAY,
May 21st, 1919, at Noon, at his Sales Rooms, Duddell Street.

The Wreck of the S.S. "CHIYO MARU as she now lies off the Lema Islands.

TERMS:—Cash on fall of the hammer, when vessel will be at purchaser's risk.

GEO. P. LAMMERT,
Auctioneer.
[730

INTIMATIONS

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

A GENERAL MEETING of Members will be held TO-DAY (TUESDAY), MAY 13TH, at 4 P.M., in the CHAMBER ROOM, CHARTERED BANK BUILDING, 3, Queen's Road Central, for the purpose of nominating a Representative of the Chamber to serve on the Legislative Council during the absence on leave of the Hon. Mr. P. H. HOLYOAK.

Notice in writing of the names of candidate and of their proposers and seconders to be lodged with the Secretary at least 48 hours before the time appointed for the holding of the General Meeting.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, May 2nd 1919. [719

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY GENERAL MEETING will be held at the Company's Offices, St. George's Buildings, on SATURDAY, MAY 17TH, 1919, at 11.30 A.M., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th February, 1919, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd May, to the 17th May, 1919, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, April 28th, 1919. [630

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-EIGHTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned on WEDNESDAY, MAY 21st, 1919 at 11.30 A.M.

The TRANSFER BOOKS and REGISTER of Members of the Company will be CLOSED from the 7th May to the 21st May, both days inclusive.

Immediately after the above-mentioned Meeting the General Agents in pursuance of Article 17 of the Company's Articles purpose to ask the Consulting Committee to sanction a call of $50 per share in respect of the monies unpaid on the shares held by members of the Company.

At the same time the General Agents will also, under Article 104 (p), ask for the sanction of the Consulting Committee to the payment of a Special Dividend of $50 per Share (payable immediately after the call) out of the Reserve Fund.

Should these sanctions be obtained the Transfer Books and Register of Members will be closed for an additional 14 days, i.e., until and including the 4th June, 1919.

JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, April 30th 1919. [705

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SIXTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on THURSDAY, MAY 22ND, 1919, at NOON, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring Dividends etc.

The TRANSFER BOOKS of the Society will be CLOSED from May 12th to May 22nd, both days inclusive.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 9th, 1919. [738

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTIETH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, on THURSDAY, MAY 22ND, 1919, at 12.30 P.M., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from May 12th to May 22nd, both days inclusive.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 9th, 1919. [738

BRITISH TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-THIRD ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on THURSDAY, MAY 22ND, 1919, at 12.45 P.M., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring dividends etc.

The TRANSFER BOOKS of the Company will be CLOSED from May 12th to May 22nd, both days inclusive.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 9th, 1919. [737

Cables: Satinette, Reg. London. Code: A.B.C. No. 5.
J. W. BIGGS,
Enquiries for British Goods and Buying Agencies.
CAN OFFER IMMEDIATELY SOLE AGENCIES FOR VARIOUS COMMODITIES.
REGENCY HOUSE, WARWICK ST., REGENT ST., LONDON, W. 1.
901

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

S.S. "ARCHER" VOY 1-OUT.

FROM SAN FRANCISCO, HONOLULU JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned ports, consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit, signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on May 14th, 1919.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after May 16th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC MAIL STEAMSHIP COMPANY,
Alexandra Buildings.
Hongkong, May 9th, 1919. [742

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM LONDON and STRAITS.

THE Steamship
"GLENAMOY,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 16th May, at 5 P.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 16th May, 1919, at 10 A.M.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, May 9th 1919. [743

NOTICE TO CONSIGNEES.

S.S. "DILWARA,"
Arrived Hongkong on May 9th, 1919.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out MARK by MARK and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From Persian Gulf, ex B.I.S.N. and B. & P.S.N. Co.'s Steamers

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO.,
Agents,
P. & O., B. I. & "APCAR" LINES.
Hongkong, May 9th, 1919. [1

NOTICE TO CONSIGNEES.

S.S. "HWAHKUN"
Arrived Hongkong on May 8th, 1919,
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO.,
Agents,
P. & O.—B. I. & "APCAR" LINES.
Hongkong, May 8th, 1919. [1

FRENCH LESSONS

G. MOUSSION.

15, MORRISON HILL ROAD.

[51

INTIMATION

TWO

DELICIOUS

AND

REFRESHING

SUMMER DRINKS

WATSON'S

LEMON SQUASH

AND

LIME FRUIT CHAMPAGNE

A. S. WATSON & CO.

LIMITED.

ÆRATED WATER MANUFACTURERS

TEL. 436.

[13

MARRIAGE.

MALCOLM—STEVENS.—At H.B.M. Consulate, Shanghai, and afterwards at Holy Trinity Cathedral, by the Very Rev. Dean Walker, on May 3rd, ALEXANDER MALCOLM to CONSTANCE WINIFRED STEVENS.

ACKNOWLEDGMENT.

Mr. and Mrs. THOMAS LAY desire to thank their many friends for their kind sympathy and floral tributes, on the occasion of their recent sad bereavement. [746

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 13TH, 1919.

JAPAN AND THE RACIAL QUESTION.

SOME surprise may be felt at the persistence of Japan's demand for the insertion of a clause in the Covenant of the League of Nations recognising the principle of racial equality, seeing that the question has but a remote bearing on the substitution of law for force, which is the object of the League. Many things, however, have been discussed at the Peace Conference which are not directly connected with the conclusion of peace with Germany. Even the League of Nations itself is not absolutely necessary for concluding peace, and there have been criticisms of President WILSON for making it a part of the programme of the Conference. No doubt there are good arguments on both sides. President WILSON desired to bring the League into existence while the nations were yet filled with the horrors of war. Mankind forgets very easily; even already some of the war-weariness has worn off and the past is rapidly burying its dead. If the iron had not been struck while it was hot there might have been no League of Nations to-day. On the other hand, the Powers have gone perilously near throwing the whole world into chaos by their delay in restoring peace conditions. There can be no doubt that the general unrest observable all over the world is greatly due to hunger. There is no stronger revolution-breeder than hunger, and the rise in prices in all lands has driven the rebellious and the ignorant into desperate courses. At the time the war concluded the world was reaching a crisis. If the Germans had been able to carry it on for another year, that year would have been the hardest and bitterest that humanity has ever experienced, and it is probable that chaos would have prevailed everywhere. Such a state of affairs has been averted, but the sporadic outbursts now occurring give a very good idea of that which might have been the lot of humanity if the end of the war had not come when it did. The world was saved by the hope of the restoration of normal conditions that the end of the war brought, and if the hope has not been fulfilled, and war conditions have been maintained, the blame must be partly assigned to the Peace Conference, which has delayed the work of concluding peace for the discussion of many outside questions. It might still have been continuing its discussions, indeed, but for the obvious danger of all its labours beings thrown away by the destruction of those existing elements of order which made peace possible. It was this danger which caused the Conference to expedite its labours and bring matters to an end. There is something to be said on both sides, therefore, and if Japan has shown a persistence out of proportion to the results to be achieved in pleading for the recognition of racial equality she has been only following at a distance the feeling of President WILSON that the iron must be struck while it is hot.

Much has been stated in Europe, apparently, as to the strong feeling in Japan in regard to this question. In a country where the Press is so much open to official influences in regard to national affairs it is difficult to determine the real feeling of the country on any one point, though, of course, the attitude of the Press does itself influence public opinion. It cannot be said that all the newspapers have been supporters of the Government in the matter; there have been suggestions that no good purpose would be gained by pressing for the recognition of racial equality, if indeed, it would not be actually injurious to Japan by working more against her than it did in her favour. Nevertheless, in spite of these criticisms the Press has generally supported the Government in the matter, one paper even going so far as to state that unless the Japanese delegates were successful they had better not come back to Japan. This open incitement to violence has been echoed to a certain extent at meetings held in various parts of the country in support of the racial equality amendment, and the Japanese Government has been severely attacked for failing to achieve its aim.

The object of the agitation seems to be the admission of Japanese to all lands on terms of equality with other immigrants. It is true that in the later efforts of the Japanese delegates at the Peace Conference the immigration question has been entirely put aside, but the fact remains that it was on this ground that the recognition of racial equality was first claimed and that it is still the basis of the agitation, no matter how much it may have been put in the background. The Japanese are a proud and sensitive people, and desire to take their place alongside other nations as their equals. The fact that they are excluded from other countries, or can only enter them by special arrangement—in other words, that they are discriminated against—rankles in their minds. From this point of view much sympathy must be felt for them. The loss of self-respect thus entailed cannot but be galling. The Japanese, however, do not recognise that the question is an economic one, and that it is not connected with race hatred. Proof of this is to be seen in the entire liberty of any Japanese to enter any country in Europe. There the economic struggle offers no scope for Japanese competition. Japan has no skilled labour to offer Europe, and it is only by supplying skilled labour that she could hope to find any room for her immigrants in European countries. In countries where the competition is not so fierce and the populations not so dense, Japan can compete from the base of her lower standard of living, and it is this competition which has led to her exclusion. There has never been any desire to exclude the professional classes of Japanese from other countries. Even skilled workers find little difficulty in entering, but the manual labourer, who can live in conditions impossible to a European, is most decidedly objected to, even though his services may be of great value to sparsely populated and uncultivated lands. Some Chinese labourers, imported by a Japanese firm, were recently returned to their own country by the order of the Japanese authorities on the ground that they were competing unfairly with Japanese labourers in the matter of wages, and there has been some agitation to deport other Chinese labourers who do various kinds of work in the open ports of Japan. This action can be taken under an Ordinance which excludes all unskilled foreign labour from Japan. That this is purely an economic measure is obvious, yet the Japanese cannot see that their own immigrants to foreign countries are exactly on a par with the Chinese labourers they recently deported.

Another objection that has been raised to the Japanese immigrants is that they do not assimilate. Their strength lying in the fact that they are prepared to work at lower rates of pay than other labourers, they naturally do not join any of the labour unions or organisations which would place them on an equality with other labourers. They keep themselves apart, not only in their work but in their lives; their savings are sent out of the country, not spent in it; and they show little inclination to improve their standard of living to put themselves on a level with the Western peoples. The Japanese Government is partly to blame for this state of things, since, like the old German Government, it shows great reluctance to allowing its nationals to escape from its protection. This, of course, naturally arouses the idea that the Japanese Government regards settlements of Japanese abroad as the advance guards of annexation. They are to remain Japanese subjects in order that there shall be an excuse for aggression at some convenient opportunity. There is no reason to think that this belief has any foundation in fact, although settlements of Japanese in Korea and China have resulted in annexation. It is quite natural, however, that such a belief should be held in view of the attitude of the Japanese Government. Immigration itself is an economic question. The immigrant is one who is endeavouring to find scope for his abilities in a country where there is not so much stress and strain as in the homeland. Japan, however, lies under the suspicion of wishing to exploit other countries for her own benefit. As soon as she can dissipate that suspicion, and place herself among the great Powers not by reason of her militarism but by reason of her progressiveness and good government, her nationals will find no difficulty in entering where they will.

Sir Robert Ho Tung returned to the Colony on Sunday on the *Wing Sang*, from Shanghai. He had intended coming through from Canada on the *Columbia*, but changed his plans at Shanghai.

H.E. the Officer Administering the Government and H.E. the General Officer Commanding the Troops both paid visits to Vice-Admiral Chisaka on board H.I.J.M. *Iwate* yesterday afternoon.

The Bowls section of the Civil Service Club will be "at home" next Saturday, when spoon competitions will be held between the Club and the other Bowling Associations of the Colony.

The following cases of communicable diseases were reported in the Colony during the week which ended on Saturday:—Bubonic plague, 30 (27 deaths); cerebro-spinal fever, 6 (2 deaths) and enteric fever, 1.

The Banyard Musical Comedy Company, who presented "The Suffragettes" to a full house again last evening, are staging "Hello Hawaii" to-night. Owing to their departure being delayed by lack of shipping, the Company have added another comedy "Off to the Front" to their programme. "Off to the Front" will be staged on Friday, and will be given at a matinee and at night on Saturday. The time of the Thursday matinee "Oh Papa" has been altered to 4.30 p.m.

Mr. E. V. D. Parr, of Messrs. Mackinnon Mackenzie & Co., is the sole nominee of the members of the Chamber of Commerce for the seat on the Legislative Council rendered vacant, temporarily, by the departure of the Hon. Mr. P. H. Holyoak. Mr. Parr is proposed by Mr. A. G. Coppin and seconded by Mr. W. M. Humphreys. A meeting of the Chamber of Commerce will be held this afternoon for the purpose of passing a resolution forwarding the recommendation to the Government.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE PEACE CONFERENCE.

ITALY INVITED TO RESUME HER PLACE.

PARIS, May 4th.

The Council of Three, to-day, invited Italy to resume her place at the Peace Conference.

The nature of the invitation is such that it is believed Italy will accept, and that relations will be restored before the Treaty is delivered to the Germans.

STEPS TO SAFE-GUARD TREATY OF PEACE.

PARIS, May 7th.

L'Echo de Paris states that M. Clemenceau, Mr. Lloyd George and President Wilson had a meeting this morning to give the final form to the additional treaty between France, Great Britain and the United States, involving additional guarantees for the security of France, and for the safe-guarding of the Treaty of Peace.

THE FUTURE OF FLYING.

PRODUCTION OF HELIUM IN CANADA.

LONDON, May 6th.

Professor McLennan, of Toronto University, who was invited by the British Admiralty, in 1915, to investigate the possibility of production, on a large scale, of helium, has found large quantities of helium in natural gas in Ontario, Western Canada, producable at the cost of a shilling per cubic foot.

The United States has also co-operated and has given large orders for machinery and plant. Thus, the possibility of securing large supplies of helium is assured. Simultaneously, practical details, in the production of airships inflated with helium, have been developed by the British Navy. Progress has been made which warrants the opinion that, in another year, large quantities of helium will be produced in Canada at a low price, and helium-filled airships will be in service.

IMPERIAL PREFERENCE.

LABOURITE AMENDMENT REJECTED.

LONDON, May 7th.

In the House of Commons, in the course of the Budget debate, a Labour amendment, opposing imperial preference, especially with respect to tea, was rejected by 262 votes to 63.

LATER.

During the budget debate, moving the anti-preference amendment, Mr. Tom Shaw declared that the India and Ceylon tea industry required no help, and preference would injure China which could retaliate and injure Lancashire far more than we could possibly benefit India.

Mr. Chamberlain, replying, contended that preference would result in improving the quality or reducing the price of tea in Britain and developing the tea industry in India and Ceylon. We were only doing what foreign nations had done for years without complaint. If a foreign nation chose to raise the issue, the whole Empire would be ready to meet it.

Captain Wedgwood Benn contended that preference infringed the "Most-favoured-nation" Treaty with China.

Mr. Chamberlain emphatically denied this.

Captain Benn contended that preference would endanger London as an entrepot of trade in China tea.

Mr. Chamberlain declared that preference would not interfere with the entrepot trade.

LATER.

The Labour amendment to reduce the tea duty to three-pence was rejected by 285 to 63.

COLONIAL CIVIL SERVANTS.

AN "ANOMALOUS" REGULATION.

LONDON, May 7th.

In the House of Commons, Mr. Gideon Murray referred to the hardship accruing to Colonial Civil Servants owing to the regulation which provides that any official, promoted or transferred from one Colony to another to a post of, or exceeding, £500 annually, must pay his own passage and expenses. Mr. Murray asked for the abolition of this anomaly, which frequently compelled higher-paid officials to decline transfers and promotions for which they were eminently fitted.

Colonel Amery, replying, said he did not believe such cases were frequent, but undertook further to consider the matter.

THE SILVER MARKET.

MAXIMUM PRICE OF BULLION SILVER REMOVED.

LONDON, May 8th.

In the House of Commons, replying to Sir Charles Henry, Mr. Chamberlain stated that an order was being issued, immediately, removing the maximum price of silver bullion sold in the United Kingdom.

He believed no other restrictions existed, but saw no reason for maintaining them.

CONTROL REMOVED.

LONDON, May 8th.

The silver market is steady. Control has been removed.

THE TEA TRADE.

SALE OF JAVA TEA RESUMED.

LONDON, May 9th.

The public auctions of Java tea were resumed yesterday, the prices being from a penny to two pence lower.

AUSTRALIAN EMBARGO REMOVED.

LONDON, May 8th.

The embargo on the importation of non-British tea has been removed.

BRITISH TRADE.

COMPARATIVE STATEMENT FOR APRIL.

LONDON, May 7th.

The decrease in imports is £7,670,293, and the increase in exports, £18,410,783, compared with April last year.

RACING AT HOME.

THE TWO THOUSAND GUINEAS.

LONDON, May 7th.

The result of the Two Thousand Guineas is as follow:—

THE PANTHER	1
BUCHAN	2
DOMINION	3

Twelve ran. "The Panther" won by a neck from "Buchan." Three-quarters of a length separated the second and third.

Betting: 10 to 1 "The Panther," 100 to 8 "Buchan," and 100 to 6 "Dominion."

EARLIER CABLES.

GERMAN EAST AFRICAN CAMPAIGN.

GENERAL VON LETTOW VORBECK INTERVIEWED.

LONDON, May 6th.

A Paris message states that General von Lettow Vorbeck, Commander of the German Colonial troops in East Africa, in an interview, said that his army, at the outbreak of war, consisted of 200 whites and 2,000 Askaris, but the numbers increased to 3,000 Europeans and 13,000 natives.

At the Armistice, the force was reduced to 250 whites and 1,200 Askaris by losses.

The force covered nearly 42,000 miles in the course of fighting, and for many months running, no European news reached them.

The news of the Armistice was obtained from a motor-cyclist who started from the frontier to carry orders to the British, but took the wrong route and was taken prisoner on November 13th. The motor-cyclist's despatches contained the order to suspend hostilities.

800 MILES AN HOUR.

GENERAL SEELY'S DREAM OF AERIAL TRAVEL.

Major-General Seely, the chief British representative on the Imperial Air Commission, who flew to Paris in record time, states that a remarkable chance discovery has resulted in obtaining an increased speed for aeroplanes.

It was decided to cover in the passengers' seat on a D.H. 4 aeroplane, for the comfort and convenience of important personages travelling by air between London and Paris, and it was found that the cabin decreased the resistance offered to the air, with a consequent increase of speed of about ten miles per hour, an increase which would otherwise only have been attained by adding about ninety horse-power to the engine capacity.

General Seely, who was the guest recently at a dinner given at the Ritz Hotel by Sir George Riddell to the British correspondents, said he was assured by air experts that there was no reason why aeroplanes should not travel at 800 miles an hour before long, which would enable one to breakfast in London and lunch in New York.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

COTTON COMMISSION FOR THE FAR EAST.

LONDON, May 9th.

The Manchester Chamber of Commerce has decided to request the Government to appoint a Lancashire Textile Commercial Mission to visit the Far East to study the position and extension of the cotton trade.

REPRESENTATIVE MEETING SUPPORTS SCHEME.

LONDON, May 9th.

Representatives of all the cotton employers, and of operatives' organisations, and also seven Chambers of Commerce in the cotton area, at a meeting in Manchester, yesterday, unanimously passed a resolution, urging the Government to appoint a Commission to visit India, the Dutch Indies, Straits Settlements, China, Japan, the United States, or such of these countries as may be advisable to inquire into the export trade of cotton textiles from the United Kingdom to the Far East, and to recommend steps for its preservation and extension.

Mr. E. F. Crowe, the British Commercial Counsellor at Tokio, explained the position as regards the Japanese manufacture of, and competition in, cotton textiles.

[BY COURTESY OF THE "CHINA MAIL."]

EXPLOSION ON A STEAMER.

SINGAPORE, May 8th.

An exciting incident occurred aboard the American steamer *Santa Cruz* while coolies were unloading cargo. A grenade exploded, wounding several coolies.

It appears that the grenade was one of a cargo which the vessel had carried to Vladivostock and which in some way had slipped amongst the return cargo.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, a leper was fined $10 for stealing an earthenware pot from a junk.

At Christ Church, Yokohama, on April 26th, Mr. Oswald Victor Lanning, son of Mr. and Mrs. George Lanning, of Shanghai, was married to Miss Enid Maud Janion, daughter of Mr. and Mrs. E. A. Janion, of London.

Major George C. Wheeler, V.C., son of Dr. and Mrs. Edwin Wheeler, of Yokohama, was the guest at a reception held in his honour on April 23rd at the Gaiety, Yokohama. Major Wheeler was presented with a handsome gold cigarette case from friends in the community.

Two Chinese friends used to meet together at Yaumati and make their beds in the street. One day one of the men coveted his friend's bed, and after kicking him out, stabbed him twice. The assailant was arrested and taken before Mr. R. O. Hutchison, at the Magistracy, yesterday, and was sentenced him to six weeks' hard labour.

The Hon. Mr. H.E. Pollock, K.C., the President of the local branch of the Society of St. George, informs us that the accounts in connection with the entertainment given by members of the Society to the Warrant Officers, N.C.O's., and men of the local Naval and Military Forces on last St. George's Day have been made up and show a balance in hand of $355.19. It is proposed to hand this amount over to the Rev. Mr. Hastings, R.N., and the Rev. Mr. Bundle, C.F., to be expended in connection with further entertainments to the Warrant Officers, N.C.O's., and men of H.M. Naval and Military Forces now stationed in the Colony.

Lieut.-Col. G. A. Derrick, C.B.E., V.D., Commandant, Singapore Volunteer Corps, states, in orders, dated Singapore, April 30th: In retiring from the command of the S.V.C. I desire to express my sincere thanks to all Officers, N.C.O.'s and men of the corps for the loyal support and co-operation they have so consistently accorded me throughout my period of office, and particularly in the carrying out of the duties which the corps has been called upon to perform during the period of the war. Although you are about to again take up "peace" duties I would impress upon all ranks the necessity which still exists for keeping up the standard of training, so that the corps may at any time be ready to take its full part in any unforeseen emergency that may arise. In wishing all ranks "good bye" and "good luck" let me draw your attention to the corps' motto. Let it be your constant aim to maintain the corps in all respects:—In Orient Primus.

DISINTEGRATION OF THE AUSTRIAN EMPIRE.

ITS EFFECT ON EUROPE.

[BY E. ASHMEAD-BARTLETT.]

If an institution has existed for a great length of time, even in the face of the most adverse criticism, the good which it did—which, although not understood at the time, was probably the cause of its prolonged existence—is only recognised when it has finally passed away and its place has been filled by other institutions and new ideas. Thus the Habsburg Monarchy found but few defenders in the last years of its chequered history. The last of the Emperors—omitting Karl, who can hardly be said to have reigned at all—Francis Joseph, was a mysterious figure. Almost unknown to the present generation, who seemed to have come down from the epoch of Napoleon and Metternich for the express purpose of holding democracy in check, and of putting up a final struggle for the Divine Right of Kings.

In the latter years of his reign you almost invariably heard this remark when the Emperor Francis Joseph was mentioned: "It is only he who holds the Austro-Hungarian Empire together, and when he dies it is bound to break up into a number of small States. Then we shall be faced with all the troubles of a greater Balkans." Old Francis Joseph, having outstayed his welcome, at length passed away, and his heterogeneous Empire only held together for a few months longer. Whether it would have broken up under normal conditions the prophets were never given the opportunity of proving, because the Habsburg Empire breathed its final breath in the midst of the prolonged thunders of the world war, in the final triumph of democracy over the monarchist principle. Hardly a tear was shed over the corpse.

But now, within a year of the passing of the old order, the heterogeneous races which formed the old Empire, having no ethnological connection with one another, are beginning unwillingly to recognise that the Monarchy had its uses, and played a *rôle* in the life of each of the new Republics, for which, up to the present, it has been impossible to find a suitable substitute. Under its sway four races enjoyed some measure of peace and prosperity through centuries of warfare and internal disputes. Those four races were the German-Austrians, the Bohemians, or, as they are now more generally known, the Czecho-Slovaks, the Magyars (Hungarians), and the Jugo-Slavs (Southern Slavs). These peoples did not make up the entire population of the Austro-Hungarian Empire as it existed before the great war. Within its boundaries, and under the sway of the Habsburgs, were found also Poles, Rumanians, Italians, Albanians, and other tribes, possessing little racial understanding or sympathy towards one another.

Three of the four main component parts of the Austro-Hungarian Empire—namely, Hungary, Bohemia, and the Jugo-Slavs—were constantly agitating for their freedom from the German-Austrian rule of Vienna. But for years they struggled in vain, with little or no amelioration of their lot. The arbitrary annexation of Bosnia and Herzegovina was a retrograde move, which seemed to offer their dreams less possibility of realisation than even in the future. The world-war was required to realise the fuller ambitions of the Hungarians, Czecho-Slovaks, and Jugo-Slavs, who now for the first time find themselves separate States, each with, or without, a form of Government of its own choosing, or undergoing the unpleasant process of endeavouring to select one, and to clothe it with sufficient authority to carry with dignity its divided share of the former sceptre of the Habsburgs.

A FORMIDABLE PROBLEM.

Of all the formidable problems facing the Conference of Paris the final adjustment of boundaries between the various ethnological groupings within the old Austro-Hungarian Empire, and the means of finding a *modus vivendi*, or, rather, economic existence, for each people, is likely to prove the most difficult. Only two of these newly-formed Republics—Austria and Hungary—are quietly waiting for the Conference of Paris to settle their final frontiers and political futures. Czecho-Slovakia and Jugo-Slavia, acting on the principle that possession is nine-tenths of the law, are occupying every yard of territory to which they deem they have a legitimate ethnological claim, or of which they have a strategical or economic need, so as to be able to show some kind of a *fait accompli* when presenting their case at the Peace Tribunal.

Thus, the Czecho-Slovaks have the most ambitious programme, because they claim to be members of the *Entente*, to have fought by their side in the war, and have, therefore, a right to claim favoured treatment over the Hungarians and German-Austrians, the former of whom only recanted at the last minute by withdrawing forty divisions from the Piave front, thus ensuring the success of the Anglo-French-Italian offensive, whilst the latter remained in arms to the end. In pursuance of this policy, they have occupied territory whose population shows a higher percentage of Magyars than Czecho-Slovaks, and have absorbed within their boundaries three and a half million German-Austrians, who are entirely cut off from their ethnological brothers in Austria proper, and who, in consequence, were unable to secure representation at the elections which have just been held throughout the country. Thus, President Wilson's principle, that every people has the right to choose its own Government, the flag it shall live under, or "Selbstbestimmungsrecht," as it is called out here, has already gone by the board, and, unless the principle of equity and fair play can be rigidly enforced by the League of Nations, we shall merely see the old Austro-Hungarian Empire converted into a greater Balkans, engaged in endless wars, and enduring all the evils which follow in their train.

JUGO-SLAVIA AND HUNGARY.

The boundaries of Jugo-Slavia rest on a firmer ethnological foundation than do those of Czecho-Slovakia and Hungary. The problems which confront the existence of Jugo-Slavia in the future are concerned more with the Italians over the possession of Trieste and its hinterland, and with Serbia. Jugo-Slavia is more or less economically independent of its former half-sisters of the Habsburg Monarchy, although they are not economically independent of Jugo-Slavia. The position of Hungary causes the gravest misgivings for the future peace of Europe. Hungary, formerly a self-supporting, homogeneous community, has now been forcibly partitioned, not by the Conference of Paris, but by her ambitious neighbours, so that she is no longer economically independent, and is faced, like German-Austria, with the possibility of complete famine. Her northern territories have been occupied, as I have already said, by the Czecho-Slovaks; Transylvania is in the possession of the Rumanians, who have penetrated over twenty-five miles beyond the limits fixed by the armistice as the temporary frontier until the Conference of Paris has given its final decisions on all these points. Thus, almost the whole of the Hungarian coal fields are now in the hands of the Rumanians, stopping the industries of the country, and complicating the question of transportation, and preventing the Hungarians from feeding their main centres of population, or exporting their surplus products to their neighbours.

But of all the four unhappy daughters of the old Empire, German-Austria finds herself in the worst position under the new ethnological grouping of the States. Austria has no food resources of her own. In former times she was capable of producing about 50 per cent. of her own requirements in corn, and her other food supplies, came from her neighbours. She is dependent on Galicia and Bohemia for potatoes: for sugar on Bohemia (she now has four out of 160 factories left within her boundaries); for meat on Hungary; for pork on Serbia; for beans on Croatia and Dalmatia; for wheat on Hungary, and for coal on Bohemia and Poland. Thus, it will be seen that with the dissolution of the Monarchy and the formation of four independent Republics, all either openly hostile or at least unsympathetic towards one another, Austria finds herself entirely cut off from her sources of supply for every necessity of life, and, having no coal of her own, her industries have practically come to a standstill, as well as her railways. Austria would, in fact, starve but for the assistance she is receiving from the Allies, assistance which just enables the mass of her population to struggle along on the border-line between absolute and semi-starvation.

My object is to give a general idea of the state in which the disintegrated component parts of the old Austro-Hungarian Empire now find themselves, when the millennium of independence and freedom, of which each has dreamt so often in the past, has at length come to be realised. But it is only fair to say that the dream has been realised at the end of the most terrible upheaval the world has ever known, and that, therefore, the supply, economic, and financial problems are vastly more difficult and complex than the original organisers of liberty had ever imagined.

Thus, it is only in the midst of this crisis that thinking men are beginning to understand what the Habsburg Monarchy stood for in the past, and to appreciate the logical *rôle* it played in the life of the different races which composed the old Empire. That Monarchy has gone probably for ever, and now the problem is to find a substitute, with some form of recognised and constituted authority, which can fill the immense void created by its sudden termination. Illogical, unjust, and reactionary as the old *régime* seems under the searchlight of modern democracy, the old Habsburg Monarchy yet played a *rôle* for which not even the most far-seeing of men gave it credit during its existence. Looked at from the purely ethnological Monarchy in Great Britain, it had little or no justification for its continuance. But it is only under the stress of present-day necessities, when alternatives which were formerly thought to ensure the millennium have been tried and failed, that constituted authorities, however bad they may have seemed at the time, are being appreciated at their true merits.

There would seem to be two schools of thought in regard to the world settlement of the nations. There is the ethnological standpoint—the first favourite of President Wilson—and there is the economic standpoint, which is beginning to loom larger and larger in the eyes of thinking men. The reality is bound to be a combination of the two. For many years it has been the settled principle of European diplomacy that small States constitute a danger to the peace of the world, and ample evidence to support this contention is to be found in the history of the Balkan States since the Treaty of Berlin.

Yet one result of the world-war seems likely to be the creation of a number of small States, thus increasing, instead of diminishing, the evil. To counteract this undesirable consummation of the natural desire for freedom, it is proposed to form a species of international police of the Greater Powers, which will regulate the mutual relations of those who are too puny and insignificant to safeguard their own interests in the future. In other words, the Great Powers propose to find a substitute for the central authorities based on Monarchist principles which have disappeared during the world cataclysm.

ROLE OF THE MONARCHY.

Thus it is that for the first time we are able to appreciate the peculiar *rôle* played by the Habsburg Monarchy in

(Continued at foot of next column.)

the past. What the world believed to be merely a dynastic autocracy—and what that Monarchy foolishly did its best to prove itself to be—was in reality an economic, financial, and central authority, vitally essential to the life and development of each of the racial groupings of the old Empire. Any other authority under any other name would have done just as well—or even better—than the Habsburgs, but it would seem that modern democracies are only prepared to accept a Royal House as their supreme governing authority where they are unable to exercise their own complete freedom, owing to commercial and financial limitations.

On a modern battleship, the most complex and delicate organisation that exists as a separate entity, the entire control in action is exercised from a small room situated somewhere in the bowels of the ship, safe from the enemy's fire, which, I believe, is known as the "distributing section." This little chamber—a mass of telephone and highly sensitive instruments—collects and co-ordinates the information received from every part of the vessel during the course of an engagement. If anything goes amiss with the distributing station the ship loses at least 90 per cent. of her combined efficiency. Now, the Habsburg Monarchy played much the same *rôle* amongst the various races of the old Empire as does the distributing chamber of a modern battleship. Although it was never appreciated at the time, it was only the Monarchy which made the economic and financial life of the various States possible, and Vienna, was the clearing-house of its heterogeneous collection of peoples. Vienna stands about twenty kilometres away from the frontiers of Czecho-Slovakia and Hungary. The capital contains 2,200,000 inhabitants. It was ideally situated as the capital of the old Empire, and as the seat of the Government and the centre of trade and commerce. But now that the old Empire has disintegrated into four component parts, each with its own capital and self-chosen Government, Vienna, with its huge population to be fed and clothed, finds itself in the same position as Othello, with his "occupation gone."

The people of the old capital are too busy thinking of some means of filling their stomachs to bother much about their future. But the future prospects of the city are not bright. Its importance and former prosperity already seem to belong to the realm of history. The former capital is now a city with its industries at a standstill and the majority of its population out of work, for Austria is now reduced to some 800,000 inhabitants, whose trade can never support a capital containing over 2,000,000. The trade has disappeared, and Vienna has ceased to be the centre of government of a vast Empire.—*Daily Telegraph.*

PROFESSION AND BUSINESS.

JOURNALIST'S SUCCESSFUL APPEAL AGAINST EXCESS PROFITS DUTY.

In the Court of Appeal March 26th, before the Master of the Rolls, Lords Justices Warrington and Scrutton, a reserved judgment was delivered in this appeal by Mr. Leopold James Maxse, proprietor, editor, and publisher of the *National Review*, against a decision of Mr. Justice Sankey, holding that he was liable on an assessment of £1,000 for excess profits duty for the year ending May 31st, 1915, in respect of his journal. This judgment was given on an appeal by the Crown from a decision of the General Income-tax Commissioners for the division of St. Paul, Covent garden, who had decided that Mr. Maxse was exempt from excess profits duty, and had discharged the assessment.

The facts were that in 1893 Mr. Maxse purchased the *National Review* for £1,500, and since then had been sole proprietor, editor, and publisher. The revenue was derived from sales, advertisements, and the sale of reprints of articles from the journal which had for the most part been written by Mr. Maxse himself. The outgoings included payment to a few contributors, cost of paper and printing, advertising, rent, and office expenses.

Mr. Maxse contended that the profits were earned by him by reason of his personal qualifications, that the capital expended on the journal was insignificant as compared with the personal qualifications required to earn the profits; and that he was exempt from excess profits duty by virtue of paragraph (c) of Section 39 of the Finance (No. 2) Act, 1915, which is as follows:—

"The trades and businesses to which this part of this Act applies are all trades or businesses (whether continuously carried on or not) of any description carried on in the United Kingdom, or owned or carried on in any other place, by persons ordinarily resident in the United Kingdom except . . . (c) any profession the profits of which are dependent mainly on the personal qualifications of the person by whom the profession is carried on, and in which no capital expenditure is required, or only capital expenditure of a comparatively small amount."

The Crown submitted that the income from publishing a magazine was derived primarily from the sale of a commodity, and was liable to the duty.

The Master of the Rolls, giving judgment, said, in his opinion, Mr. Maxse was carrying on the profession of journalist or man of letters by writing articles which were published monthly, and he was able to edit the review, from which he derived a profit. He also carried on the business of publisher of the review, but that did not prevent him carrying on the profession of journalist. He thought the appeal should be allowed, and that a declaration should be made that the profits of the publishing business ought to be separately assessed by debiting a proper sum for Mr. Maxse's personal contributions and for his work as editor.

The Lords Justices concurred, and the appeal was allowed, and the declaration made. Mr. Maxse was given the costs of the appeal.

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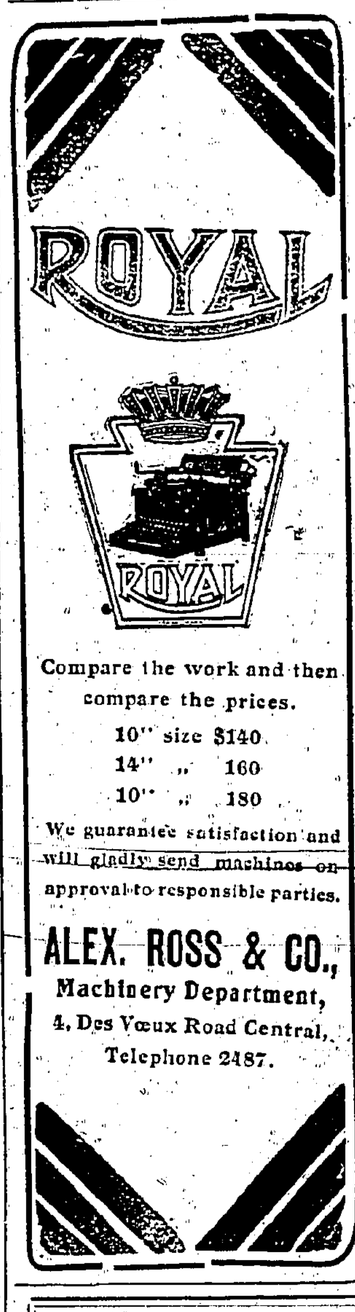

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FINDING THE WAY.

AIRCRAFT TRIUMPHS OF SCIENCE.

[BY MAJOR C. C. TURNER.]

Contrary to a widespread belief, it will not at first be easy to procure a sufficient number of pilots for regular air transport services. Not all war pilots will be suited to this work, which, if it is to be carried on with reasonable regularity, will require a high degree of skill in navigation. A limited number of pilots were employed on long-distance bombings, but of these only a proportion will be available. For the numerous seaside pleasure services that are promised the pilots will need merely to be reliable; but no doubt the sense of responsibility on their part and on the part of their employers will prevent them taking unnecessary risks, committing such cardinal errors as turning with insufficient speed near the ground, or trespassing below or beyond the safe range of speeds.

Passengers on air transport lines, if they trouble to inquire how the pilot finds his way above the clouds, or at night, or over big sea spaces, will learn of the existence of strange instruments and novel methods. The problems that have had to be solved are not widely known, and even scientific men, who grasp the theory quickly enough, usually fail, until they obtain practical experience, to appreciate the conditions of air travel. One little fact may help to show one of the chief difficulties. M. Ernest Archdeacon, who was a patron of aviation more than fifteen years ago, and has done a great deal of practical work, recently suggested that a method of ascertaining the leeway an aeroplane makes, due to the motion of the air, would be to fire a smoke-bomb from a pistol, and then observe its position in relation to the machine. This excellent suggestion indicates the nature of the general problem.

UNKNOWN DRIFT.

In an aeroplane or an airship, in normal flight, the air, no matter from what direction the wind may be blowing, flows past the machine from head to stern. The wind may be at right angles to the fore and aft line of the machine, and in that case the direction in which the machine travels is at an angle to the direction to which it points. An observer beneath sees the machine crawl across the sky in a crab-like manner. The pilot of it, however, feels the rush of air directly on his face, and unless he can see the earth he may be quite unaware of the precise direction in which the machine is travelling, although he can tell from the compass which way it is pointing. Over clouds that completely blot out the earth the wind may be quite different from the wind the pilot allowed for. Sometimes the weather forecast is incorrect; although the service has enormously improved since the war began. On perfectly clear nights it is quite easy for an airman to lose touch with his map, and in that event it is by no means easy to pick up his position again. In such a case, if any ground lights be visible the approximate drift of the machine can be ascertained. On the other hand, over the open sea it is as difficult as it is over a cloudfield.

The best pilots sometimes lose their way even flying over familiar parts of England; but if air transport lines are to be reasonably uniform and reliable, losing the way must be rendered practically impossible. This will require the adoption of scientific methods, which the majority of Service pilots who were engaged on other than long-distance bombing machines lack. It is true they all went through a course of aerial navigation, but in practice they have cultivated common-sense rather than the rules, comparatively few using even the compass, and most of them strongly disliking instruments of any kind. They knew the ground over which they were flying, they had a general idea of the wind, they could see the sun or the stars. Too often, however, in the excitement of an aerial battle an eastward drift has not been reckoned for, and the pilot has either lost his way completely or has lacked sufficient petrol to return, and has been captured by the enemy. And pilots differ enormously; some seem to have a natural gift for finding the way, and that they do it without following the rules accounts for a quite erroneous impression that it is due to luck. For regular commercial services, clearly, navigation must be raised above personal idiosyncrasy. The means to make it certain are in use, and some of them are remarkable and very little known.

NEW USE FOR SMOKE-BOMBS.

M. Archdeacon's smoke-ball may prove to be useful, at any rate as an auxiliary; and passengers may thus get quite an impression of an air battle. Probably two bombs would be fired at, say, precisely ten seconds interval. Then, after twenty seconds' flight, an observation of their position would be made. Smoke is suggested, of course, because the moment the bomb bursts, the smoke entirely loses the momentum from the machine's motion, and its movement is then affected only by the wind. The motion of the machine, however, is affected not only by the wind, but by its own independent speed and direction. A simple observation instrument and a table of calculations would complete the outfit.

Wireless direction-control is not likely to be employed by all aircraft. This has been brought to something like perfection. By it a machine sends out a message, which is picked up by two stations widely separated. The direction from which each station receives the message is indicated to a small fraction of a degree. Working with a common zero—the True North—and dividing the circle into 360 degrees, the position of the aircraft can be instantly calculated by the controller. Thus if the position is 80deg. to one station and 120deg. to the other, its precise position is known and can be wirelessed back to the navigator.

But all machines do not carry this apparatus, which, moreover, is liable to occasional breakdowns. The pilot must have other means at his disposal. The matter is easy up to a certain point; beyond that point, for certain conditions one would have said a few months ago the problem was impossible of solution. Thus, supposing an airship were over Central Africa, completely mystified as to its precise locality, and therefore ignorant of the altitude over the land (although, of course, aware of its approximate height over sea-level); in that case, although the navigator could see the general drift of the machine, he would be liable to a big error in his estimate of the speed of the wind. To give the latter, a measure of ground distances is indispensable.

REMARKABLE NEW INSTRUMENT.

Various instruments are in use to detect drift. They are based on the assumption that the pilot, by means of his altimeter, can estimate his approximate altitude over the landmark observed. The map gives him the elevation of the landmark. These instruments are obviously of no use when nothing but cloud or sea is in view. Most of the instruments for measuring drift over known country depend upon knowledge of the map and of the machine's air-speed. There is usually an error due to the imperfections of instruments. One very ingenious contrivance not yet in general use gives the approximate drift from an observation lasting not more than two seconds or so of any fixed object. But, like the others, it depends upon knowledge of the altitude.

Three months ago, if anyone had said that there was an instrument that would indicate the amount of drift, irrespective of an altitude reading, it would have been declared impossible. To-day there is such an instrument. It is based upon a somewhat obscure principle in mathematics; but, strange to say, it is not so delicate or so complicated that the well-trained pilot could not use it. By its aid an airship or an aeroplane, driven by a gale "off the map," perhaps over the wilds of Australia or of Canada, out of touch with wireless stations, unable to tell whether the ground below was of an elevation of 200 ft. or 5,000 ft. could estimate quite closely enough the speed and direction of the air-stream. The principle would take long to describe, although it is not at all complicated. Possibly, but for the needs of aerial navigation, the world might have waited long for a practical application of it.

With these various devices in use, with turn-indicators, levels, and ere long perhaps, gyrostat compasses, the one thing that will interrupt an air service will be tempest or thick fog. The latter makes both rail and steamboat traffic extremely unreliable; and shipping is still more or less subject to the caprice of the storm. Nothing yet devised by the wit of man appears likely to make aeroplane landings safe when it is so foggy that you cannot see a lighted lamp-post across the street.—*Daily Telegraph.*

(Continued at foot of next column.)

LATE GRAND DUKE NICHOLAS

A touching eulogy of the late Grand Duke Nicholas was pronounced at Paris on March 9th by M. Morizot Thibaut, president of the Academy of Moral and Political Sciences, of which the late Tsar's uncle was elected a member in virtue of his work as an historian, represented by twenty volumes. At the time of the Grand Duke's election M. Morizot Thibaut was a guest of the Tsar at Petrograd. "I have a particular affection for my uncle," said the Emperor, "and I follow his advice. He has many good qualities, and likes to shut himself up in his library, instead of seeking pleasure." A little naively the Tsar asked: "Do you think he will be elected?" and when informed that he would be elected with acclamation added, "Then we shall all be very happy."

The Grand Duke did not dream of going abroad, but believed in Prince Lvov and in Kerensky. The triumph of Lenin filled him with despair. Expelled from his palace, he took up his abode in a small house and a few weeks later he was given the choice of three places of exile. He selected Vologda, which he reached by walking up to the knees in mud, and there spent his time in writing his memoirs and reading.

In a letter sent to M. Frédéric Masson he had a presentiment of his tragic end. "One feels so much discouraged that the idea of being hanged from a lamppost or shot appears as a deliverance," he wrote. The Grand Duke was taken from prison to prison, and finally brought back to Petrograd. On January 28th last the cold was intense, and in the early hours of the morning Red Guards entered the inner courtyard of the Peter and Paul Fortress. Among the victims accused of counter-revolutionary acts were four Grand Dukes. The Grand Duke Nicholas held in his arms a little cat, his companion in captivity, with whom he shared his three rations a week. He handed the cat to one of the spectators of the tragic scene. "Take care of it in memory of me," he said, and with a firm and tranquil courage he submitted himself to his murderers.

After the president's address the sitting came to an end, as a sign of mourning.

THEATRE ROYAL.

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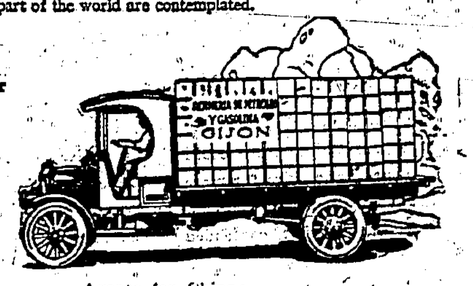

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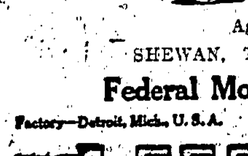

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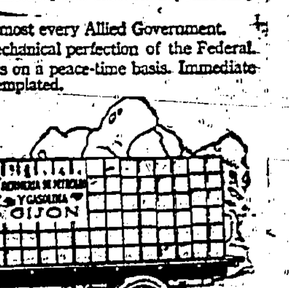

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IT COOLS THE BLOOD AND KEEPS YOU FIT.

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[117

MONEY MADE OUT OF THE WAR.

THE NATION'S RIGHT TO ITS RETURN.

SUGGESTION TO MEET OUR VAST EXPENDITURE.

The time of the Budget is now approaching, and it will be awaited with far keener interest than is usual by a public heavily burdened by taxation and anxious over the financial future of the nation. The secret has been well kept, but certain outstanding facts dominate the position.

In the first place our expenditure during the next year will not be less than four millions a day. A large proportion of this amount is, of course, purely war expenditure which will not recur. On the other hand, looking at the colossal amounts of the Army, Navy, and Civil Service estimates, it is impossible to avoid the conclusion that many of these charges will be permanent for at least the next decade. This, however, is not the only fact which stares us in the face from the wrong side of the balance sheet. There are three others:—

STERN FACTS.

(1) Vast and expensive promises of social reform have been made and must be carried out, and the demands of the Triple Alliance must be added to measures for improved health, housing, and transportation.

(2) The returns from existing taxation are swollen by war expenditure and will drop with that expenditure. Yet to raise the Income-tax beyond its present limit will break the back of the ordinary tax-payer.

(3) Finally, there hangs, like a thundercloud over the whole situation, the certain knowledge that we shall have to pay well over 300 millions a year interest on the National Debt. In fact, this charge alone is so heavy that a rapid reduction of the capital amount of the debt is essential to our future financial prosperity.

All this means that money must be found somehow this year, unless the nation is to go on with the vicious system of floating debts and living on capital.

THE MEANS.

How is the money to be found? The existing system of taxation has reached its possible or profitable limit.

There remains the idea of a levy on capital, which Mr. Bonar Law said in the course of the war he would not definitely reject. But there are many objections to this plan, and it could only be put forward as an ultimate resort.

We have a far better scheme. The *Daily Express* suggests that the money should come from the men who have made money out of the war. In using this term we make no charge whatever against individuals. Many men have been perfectly helpless profiteers. It so happened that the circumstances of the war enormously enhanced the value of property in their possession. The value of ships is a striking instance of this, for every ship sunk enhanced the value of those which still floated. Now money made directly or indirectly out of the war ought to go to pay the expenses of the war.

Such has been the world-wide convulsion that it is practically impossible to select any increment in value or wealth which is not directly due to war. It is hardly to be believed that any patriot would really want to keep this money at the expense of the ordinary tax-payer.

Let us take the case of the munitions manufacturer. Not only has he in many cases made large sums in spite of the excess profits tax, but the greater part of the vast new plant he has in his possession is practically a present from the State. Will he refuse to surrender his war profits? Let him think what it means. Millions of our men were engaged in hurling bombs at the enemy. In that very act they risked their lives! Are they, in addition, to be asked to pay for those bombs? If so, the profits would go to the stay-at-home, while the men at the front paid for their own patriotism and their own danger. The idea is monstrous.

The most elementary justice demands that war profits and war income should go to war expenses before men who have not made money by the war or who have actually lost it should be compelled to bear an additional burden.

This doctrine need not apply to small amounts of £2,000 or £3,000, which would not be worth the price of valuation and collection to the revenue. Otherwise a return ought to be compiled of the enhanced value of any man's or any company's property since August, 1914, and that increment of fortune should be paid directly into the Exchequer.

OBJECTIONS MET.

Before proceeding to consider how this plan should be carried out in detail it will be well to meet some of the obvious objections to it. In the first place it will be urged that this is a confiscatory tax on capital, a thing rightly decried by all economists on the ground that it discourages or prevents that saving of capital without which progress in industry is impossible. It is no such thing. For it is a course dictated by the special circumstances of the war, and not a plan which should ever be repeated. It would not, therefore, discourage saving in the future, for there would be no threat or probability of its recurrence. Special financial justice here simply calls for a special measure. Apart from thrift, the accumulation of capital is due to industry and foresight. Will any one urge that those who profited by the war foresaw it and worked and wished for it in order to increase their fortunes? Well, hardly. Did certain mineowners want the war in order to pocket 14 millions?

(*Continued at foot of next column.*)

PARLIAMENT IN PERSPECTIVE.

SLIPPERY SLOPE OF EXTRAVAGANCE.

£441,443,852.

Authority to dip hands in the coffers of the State and take out £441,443,852 was obtained by the Government in the House of Commons on March 19th after a debate on expenditure, waste, and extravagance.

It was a shackled, helpless House, says the Parliamentary Representative of the *Daily Telegraph* that sat down to the second reading of the Consolidated Fund Bill, which gives the force of law to a mighty bundle of estimates for this amount. Members realised that we are living on a hollow pie-crust of unsound finance or borrowed money; that these vast sums, that in 1914 would have driven the Chancellor of the Exchequer mad, must be granted at present; and that nothing but production, unshackled British commerce, and the removal of the blockade both on the sea and on the free arteries of capital can lift us out.

CUTTING LOSSES.

One thing stood out in the speech by Mr. Austen Chamberlain—the grave, monocled Chancellor—in reply to the early part of the debate: the Government are ready to "cut losses" on gigantic war-time purchases of food stocks. Further, they long to drop restrictions on trade and to raise the blockade. Mr. Chamberlain came near touching on the staggering Budget he is going to introduce next month, but drew back and dropped the veil. He implored everybody inside and outside the House to practise economy and increase production.

The truth is that the house is much like the woman who says to her husband on Wednesday: "Buy me a hat, a new dress, and a Rolls-Royce, and let us give a jazz ball," and on Thursday says, "The one thing this household has to do is to economise."

Mr. George Lambert, Asquithian ex-Civil Lord of the Admiralty, opened the lament on expenditure. He said that the Government are going "along the line of least resistance down the slippery slope." He confessed he did not know how the Government would face next month's Budget, with its call for 1,500 millions—seven and a half times the Budget of April 1914.

"I wish that Mr. Chamberlain would change places with Mr. Churchill, because wherever Mr. Churchill is things hum," said Mr. Lambert. "We don't want the War Office to hum, but to hibernate."

PREMIUM ON IDLENESS.

A volplane to earth was made by Sir Frederick Banbury, member for the City, in every sense. He saw no immediate hope of great saving on the Army and Navy. He chided the lavish expenditure of the public. On the Great Northern this January they carried more passengers than ever before! Yet we are living on borrowed money.

Then we were giving unemployment doles—"a premium on idleness." We cannot go on like this except to bankruptcy.

The tall, lean, far-sighted Unionist member for Dewsbury, Colonel Pickering, D.S.O., in a maiden speech of value, attacked the trade restrictions that bound our manufacturers while America is booking orders in our overseas markets. Mr. Chamberlain, in reply, said that the Americans are giving long credit and booking orders for post-blockade days, with a hint that our manufacturers might do likewise.

TAKE OFF CONTROL!

A controller come to judgment rose in the tall, capable figure of Sir Charles Sykes from Yorkshire. He has been a controller for two years. Take off control, was his cry. Let workers and everybody else face facts. He quoted a touch of "Yorkshire": "There's nothin' for nowt an' very little for tooppence."

A lack-lustre House, sensing its own helplessness in view of these bewildering millions, dwindled away to dinner, leaving a dozen or so to listen to Mr. Wardle on unemployment. He told of 992,000 (men and women) still taking unemployment pay, and added a bright spark by announcing that the labour exchanges are developing the domestic servant side of their work. In January they placed more than 13,000 women in domestic service. He regarded the present scarcity of servants as "a passing problem."

Mr. McLaren, of North Lanark, said that the decision to allow free imports of paper had caused a crisis in his district, and the papermakers saw their prices being reduced by 40 and 50 per cent. An ill wind.

About nine o'clock it all petered out, a few semi-recumbent members muttering assent to the second reading of the Bill to spend more than £40,000,000 on fighting forces and other purposes. A dull, helpless night.

CAPITAL.

The second objection might be that the excess profits tax, rising in the end to the mining industry to 85 per cent., has already met the case. But the excess profits duty at the best deals only with income. It leaves absolutely untouched great aggregations of increased capital value directly due to the war, and not necessarily represented by any increase of income on the part of the owner. It is this increase of capital value which it should be the main object of the Treasury to secure.

AIR LINERS OF THE FUTURE.

BEST TYPES FOR LONG JOURNEYS OVERSEAS.

[BY C. G. GREY (EDITOR OF THE "AEROPLANE.")]

Although public interest in the Transatlantic flight centres for the moment chiefly on whose aeroplane shall get across first, actually the greatest interest in Transatlantic flying lies in what type of aircraft shall in future be the regular standard method of conveyance across the Atlantic.

One has, at any rate, sufficient faith in the development of aircraft to believe firmly that in years to come anybody who wants to travel between Europe and America in anything of a hurry will travel by air, though one would hate to attempt a prophecy whether that state of affairs will arrive in two years' time or twenty.

So far as the immediate competition is concerned, there seems every prospect of one of the single-engined machines which have already been entered getting across. The Sopwith, the Short, the Martinsyde, or the Fairey machine should do it, unless they are the victims of sheer bad luck, for all of them have proved that they have sufficient speed to fly from Newfoundland to Ireland, carrying the load of petrol which they are designed to carry, and all of them have proved that they can lift that load of petrol.

Therefore, the only thing that can possibly stop them is either engine breakdown, some defect in the aeroplane itself which develops in the course of the flight, or some sudden change in the weather which blows them right out of their course and results in their being lost at sea.

Either of these three causes would be sheer bad luck, for the Rolls-Royce engines which all of them are using have been tested to stand up to considerably more than twenty-four hours' work at full power, and they should, therefore, be capable of doing 100 hours or more at, say three-quarter power, which is about all that any of the pilots are likely to use in the course of the flight.

ENGINE SAFETY.

As the flight for any of these machines is not likely to take more than twenty hours, and may in fact only take fourteen or so, it can only be bad luck if any of the engines go wrong.

The human element is not much in doubt, because we kown that in almost any branch of athletics a man can keep going for twenty-four hours at a stretch, and shortly before the war various German aviators competing for the duration record, flew for periods varying between eighteen hours and twenty-four. One of them actually flew for twenty-four hours and twelve minutes without descending.

The chief danger on this account seems to be that as there is so little actual work to be done in flying a modern aeroplane, the pilot may suffer from what Colonel O'Gorman in one of his recent witty speeches called "a dangerous somnolence."

As, however, each machine is carrying, besides the regular pilot, a navigator who is also an aviator, the pilot can always hand over control to his colleague while he takes a nap. Therefore, it seems practically certain that barring extraordinary bad luck, any or all of these competitors should get across the Atlantic safely.

Even if they all do so, that does not in the least imply that it would be possible immediately to establish a regular Transatlantic service with machines of similar type. These are all specially built machines carrying only two persons. Also if any of the machines fall into the sea, it would be entirely a matter of good luck whether the crew were picked up by an airship before they were drowned.

OBVIOUS NEEDS.

It is perfectly obvious that for anything in the nature of a regular Transatlantic passenger service, the aircraft employed must be of such a type that if their engines break down, or if anything else compels them to stop their journey, the safety of the crew and passengers is assured.

Such safety might be assured by the use of big flying boats, but even the biggest flying boats of to-day would be extraordinarily uncomfortable if compelled to alight in an ordinary Atlantic swell, and one doubts whether they would hold together for more than a very short time in anything like really bad weather. Nevertheless, it may be possible in time to come to build flying boats, of such enormous size that, if compelled to descend on the waters they would be capable of riding out even an Atlantic gale.

It must, however, be some years at any rate before boats of such a size can be built, for they would cost many tens of thousands of pounds to build, and it hardly seems likely that any of the aircraft firms of to-day would be justified in going to the expense of building such vessels experimentally.

There remains then the airship. It is fairly well-known that a German airship made a trip from the Balkans to Central Africa and back in November 1917, which was equal in length to a voyage from England to New York and back. It is true that it had not to contend with bad weather and that if it had met with severe head winds it would have failed to return, but it seems probable that even against a fairly strong head wind the improved airship of to-day should be able to make the Transatlantic trip in one direction.

LIKE A BALLOON.

The airship also has the advantage that, in the event of engine breakdown, it can drift like a free balloon until the defect has been put right.

The greatest objection to all airships of to-day is the constant danger of fire. The engines themselves are driven by the most inflammable of all fuels, and the airship itself is floated by means of the most inflammable of all gases. Fire at sea on early steamships, and even on sailing vessels, was always the chief dread of sailors, and fire on an airship in mid-Atlantic seems even a worse prospect.

(*Continued at foot of next column.*)

As in the case of steamships, this danger will disappear in time. Already helium gas, which is quite uninflammable, has been produced in quantities in the United States. In that country it is produced from natural gas wells, and is available in large quantities, though it is extremely expensive to produce even under those conditions.

In this country no such natural gas wells exist, and it is as yet impossible to produce helium by purely chemical means on a commercial basis. No doubt in time that difficulty will be overcome, and the man who overcomes it will do for airships very much what Mr. J. B. Dunlop did for cycling and motoring.

Danger of fire from the engines will also be abolished when some clever motor engineer evolves a light engine burning heavy oil which is non-inflammable until subjected to a special process of carburation. Such engines, known as the Diesel, already exist, and are largely used for stationary engine work, but at present they are far too heavy in their design to be useful on aircraft.

Nevertheless, there seems no reason why, with proper experiment and research, *engines of the Diesel type should not be* produced for aircraft. When we have helium-filled airships fitted with engines burning heavy oil, then we shall have achieved the safest possible form of air transport, for it was proved in Germany long before the war that, in spite of inflammable gas and inflammable fuel, airships could be wrecked very completely without damaging any of the passengers, and it was the boast of the German Zeppelin Company that, although tens of thousands of passengers had been carried and tens of thousands of miles had been covered by their airships, they had never killed a passenger.

Therefore, although one's personal interests are considerably more concerned with aeroplanes than with airships, one cannot help believing that for regular Transatlantic passenger service, the airship will come into use some considerable time before the aeroplane.—*Daily Express.*

COSTLY CONTROL FARCES.

FIRM MADE TO LOSE £40,000 ON GOVERNMENT BEANS.

Astonishing instances of the working of control by Government departments were cited recently at a crowded meeting of business men held at Cannon-street Hotel, at which a resolution was passed urging the immediate removal of all D.O.R.A. controls on trade.

The meeting was called by the National Produce Traders' League. Free Traders and Tariff Reformers sat side by side, and the chief speakers were Sir Frederick Banbury, Unionist M.P. for the City, and Mr. Walter Runciman, Liberal ex-Cabinet Minister.

Here are some of the examples of "control" which were mentioned by Mr. Arthur Damsell, of Liverpool, who presided:—

Early in the war the Government commandeered all supplies of beans and peas, at once raised the price, and made a considerable profit. Now they are overloaded with their purchases. Recently they "filled up" every buyer of beans and peas, and then dropped the price by £18 to £20 per ton. One firm alone lost £40,000 in consequence.

The same thing has been done with oil seeds.

Ceylon lemons are offered in open market at 11s. per case. If a jam maker wants to buy lemons he has to buy them from the Government at 35s. a case.

FROZEN RABBITS.

The Government commandeered frozen rabbits at 19s. a case, kept them in cold storage for eighteen months, and then asked the original merchant to buy them back at 45s. When the merchant refused, he was told that he should have no freight for his next lot.

The Government have held up maize and now demand 40 per cent. more than maize can be bought for in the open market.

Sir Frederick Banbury, M.P., mentioned a recent instance of tea bought by the Government at 7.75d. per lb. and sold by the Government at 1s. 8d. He stated that between September and February the Government made a profit of £3,400,000 on cattle sold in the markets in all parts of the country. They also made an enormous profit by commandeering wool at a low price and selling it to the manufacturers at a high price.

Mr. Runciman said manufacturers all over the country have stocks on hand which they are not allowed to send to their customers abroad, and merchants who wish to buy from abroad are not allowed to do so.

"The greatest obstacle to increased production," he said, "is the system of control by Government departments. Our only hope lies in getting rid of the regulations under the Defence of the Realm Act."

EVERY POSSIBLE BAN.

"In the West Riding of Yorkshire there is," Mr. Runciman declared, "£10,000,000 worth of woollen goods waiting for export, and every conceivable clerical and legal difficulty is put in the way, at a time when the foreign exchanges are against us, and their restoration is one of the most urgent interests of industry and commerce."

There was another gust of laughter when Mr. Runciman quoted a letter from a Government department saying:—"Orders are urgently required at present for milling offals at the London mills. I am to request you to be good enough to stimulate demand for offals for horse feeding among the London shipowners."

At the same time, added Mr. Runciman, the export of offals to Scandinavia and Holland is prohibited.

In 1916 the import of Danish bacon was prohibited, and bacon was imported from Chicago. The Danish bacon cost 9½d. a pound, or 2d. above pre-war price.

"Chicago was given a clear run," he said, "and the pig-men of America pushed our price up from 7½d. to 1s. 6d. a pound.

"The menace of calamity is overhanging British commerce," concluded Mr. Runciman, "and our instinct as well as reason call for fresh air and freedom."

STEAM TO SINGAPORE DIRECT.

The S.S. **"SUN TAK"** will be despatched on **Wednesday, May 14th.**

For freight and other particulars apply to—

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SINGAPORE, PENANG AND BELAWAN DELI.

This vessel offers excellent cabin-accommodation for saloon passengers.

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will be despatched for NEW YORK on **Saturday, June 7th.**

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMER	TO SAIL
HAIPHONG via HOIHOW	"TAKSANG"	Wed., 14th May, 8 A.M.
STRAITS & CALCUTTA	"YATSHING"	Wed., 14th May, 3 p.m.
SHANGHAI via SWATOW	"CHOYSANG"	Thurs., 15th May Daylight.
STRAITS & CALCUTTA	"CHAKSANG"	Sat., 17th May, 3 P.M.
MANILA	"WINGSANG"	Mon., 19th May, 3 p.m.
KOBE	"KUMSANG"	Wed., 21st May, 5 P.M.
MANILA	"YUENSANG"	Fri., 23rd May, 3 p.m.

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Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passage accommodation, and through tickets can be obtained for Northern and Yangtsze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtsze Ports.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

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Cargo taken on through B/L's of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

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SHIPPING NEWS

ARRIVALS.

May 10th.

Loong Sang, British str., 1,903 tons, Capt. W. G. C. Leask, from Manila, with a general cargo.—J. M. & Co.

Winghang, Chinese str., 284 tons, Capt. J. M. Galves, from Kwong Chow Wan, with a general cargo.—Fat Hing & Co.

May 11th.

Daitoku Maru, No. 3, Japanese str., 713 tons, Capt. M. Tanaka, from Canton.—O.S.K.

Taihei Maru, Japanese str., 2,163 tons, Capt. N. Fujimi, from Ching Wan Tao, which port she left on May 2nd, with a cargo of coal.—Suzuki & Co.

May 12th.

Ah Pit Tai, Chinese str., 330 tons, from Haiphong, which port she left on May 10th, with a cargo of rice.—Chiat On S.S. Co.

Chefoo, Chinese str., 684 tons, Capt. H. C. Foyn, from Ching Wan Tao, which port she left on May 4th, with a cargo of coal.—Samshing Shipping Co.

Choju Maru, Japanese str., 993 tons, Capt. Ikeda, from Bangkok, with a cargo of rice.

Cornelia, British str., 214 tons, Capt. P. J. Guerreiro, from Kwong Chow Wan, with a general cargo.—Carroll Bros. & Co.

Kango, Chinese str., 151 tons, Capt. Noronha, from Hoihow, with a general cargo.

Nam Kam, Chinese str., 403 tons, Capt. J. T. Thirlwell, from Canton.—Wo Fat & Co.

Tean, British str., 1,350 tons, Capt. A. J. Scott, from Canton, with a general cargo.—B. & S.

CLEARANCES.

May 10th.

Amakusa Maru, for Keelung.
Banri Maru, for Moji.
Chengtu, for Canton.
Childar, for Banggkok.
Chipshing, for Tientsin.
Glenamoy, for Kobe.
Haitan, for Swatow.
Hanoi, for Haiphong.
Hoi Ping, for Kwong Chow Wan.
Hsinchang, for Canton.
Kaiping, for Haiphong.
Kofuku Maru, for Kobe.
Kwangsi, for Shanghai.
Shisen Maru, for Saigon.
Shun Cheong, for Kwong Chow Wan.
Tean, for Canton.
Wa Sun, for Kwong Chow Wan.

May 11th.

Kaho, for Shanghai.
Koyo Maru, for Keelung.
Pak Wo, for Canton.
Singaporean, for Dairen.

May 12th.

Chik Shang, for Canton.
Chinhua, for Bangkok.
Cyclops, for Manila.
Glengyle, for London.
Kacado Maru, for Bombay.
Taihu Maru, for Dairen.
Tamba Maru, for Yokohama.
Tannon Maru, for Singapore.
Tean, for Shanghai.
Wing Hing, for Kwong Chow Wan.
Wing Sang, for Canton.

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Invaluable for diseases of these important organs; Gravel, Pains in the Back, Gout, Rheumatism, &c. Price 32s., leading Chemists, or post free. DR. LE CLERC MED. CO., HAVERSTOCK ROAD, NW., LONDON, ENGLAND. Depots: Paris, 12, RUE CASTIGLIONE; New York, 90, BEEKMAN STREET; Toronto, LYMANS, LTD.; Australia, ELLIOT BROS., Sydney and Brisbane; NEW ZEALAND DRUG CO. Ltd., Auckland, Christchurch, Dunedin, Wellington; India, B. K. PAUL & Co., Calcutta.

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ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JULY TO DECEMBER, 1918.
With INDEX, Price $7.50.
On Sale at the HONGKONG DAILY PRESS Office.

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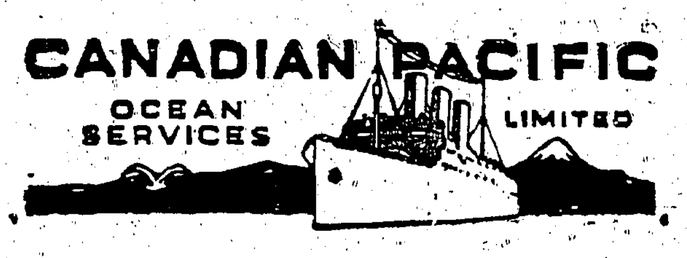
To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
MARSEILLES via H'PHONG, SAIGON, S'PORE &c.	PAUL LECAT	ren. str.	—		MESSAGERIES MARITIMES	About 14th inst.
MARSEILLES & LONDON via S'PORE, P'ANG &c.	NEURALIA	Brit. str.	—		P. & O. B. I. & A. L.	On 28th inst., at Noon.
LONDON via SINGAPORE, PENANG & C'BO &c.	SHIDZUOKA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 17th inst., at Noon.
LONDON	AMUR MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	On 20th inst.
NEW YORK	EURYBATES	Brit. str.	—		BUTTERFIELD & SWIRE	On 7th June.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	COLOMBIA	Am. str.	—		PACIFIC MAIL S.S. Co.	On 21st inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	SHINYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 23rd inst.
SAN FRANCISCO, PORTLAND & SEATTLE	WESTERN KNIGHT	Am. str.	—		THE ADMIRAL LINE PACIFIC S.S. Co.	About 15th June
SAN FRANCISCO via SHANGHAI JAPAN &c	NANKING	Am. str.	—		CHINA MAIL S.S. Co., LTD.	On 14th, June.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	AFRICA MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	On 22nd inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	FUSHIMI MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 22nd inst., at 11 A.M.
VANCOUVER via SHANGHAI, JAPAN &c.	EMPRESS OF ASIA	Brit. str.	—		CANADIAN PACIFIC O. S. LD.	On 28th inst.
AUSTRALIAN PORTS	NANKIN MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	On 10th June.
AUSTRALIAN PORTS via MANILA	AKI MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 21st inst., at 11 A.M.
BUENOS, AIRES, RIO DE JANEIRO, &c.	HAWAII MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	On 15th inst.
VAL PARAISO via JAPAN, HONOLULU, SAN F'CISCO &c.	KIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 12th July.
KOBE	KUMSANG	Brit. str.	—		JARDINE, MATHESON & Co., LTD.	On 21st inst., at 5 P.M.
NAGASAKI & KOBE	BANSEI MARU No.	Jap. str.	—		CHU KOYOKU TRADING Co.	On 22nd inst.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 24th inst., at 11 A.M.
SHANGHAI via SWATOW	CHIHLI	Brit. str.	—		BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGAHI	TEAN	Brit str.	—		BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI	CHOYSANG	Brit str.	—		JARDINE, MATHESON & Co., LTD.	On 15th inst., at D'light.
SHANGHAI	CHENAN	Brit. str.	—		BUTTERFIELD & SWIRE	On 18th inst., at D'light.
SHANGHAI	SUIYANG	Brit. str	—		BUTTERFIELD & SWIRE	On 22nd inst., at Noon.
TAKAO via SWATOW & AMOY	NERA	Fren. str.	—		MESSAGERIES MARITIMES	About 13th June.
KEELUNG via SWATOW, & AMOY	SOSHU MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	On 22rd inst., at 9 A.M.
SWATOW & BANGKOK	KAIJO MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	On 18th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	CHINHUA	Brit. str.	—		BUTTERFIELD & SWIRE	To-day, at 10 A.M.
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	HAITAN	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 16th inst., at 1 P.M.
MANILA	KOMICHOW	Brit. str.	—		BUTTERFIELD & SWIRE	On 21st inst., at Noon.
SINGAPORE	WINGSANG	Brit. str.	—		JARDINE, MATHESON & Co. LTD.	On 19th inst., at 3 P.M.
SINGAPORE, PENANG & BELEWAN-DELI	SUN TAK	Brit. str.	—		J. R. BRAGA	To-morrow.
STRAITS & LONDON	VAN WAERWIJCK	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	To-morrow,
STRAITS & CALCUTTA	BENCLEUCH	Brit. str.	—		GIBB, LIVINGSTON & Co.	On 20th inst
STRAITS & COLOMBO	YATSHING	Brit. str.	—		JARDINE, MATHESON & Co., LTD.	To-morrow at 3 P.M.
CULCUTTA via S'PORE, P'ENG & RANGOON	TENZAN MARU	Jap. str.	—		NIPPON YUSEN KAISHA	Middle of May.
BOMBAY via STRAITS & COLOMBO	DILWARA	Brit. str.	—		P. & O. B. I. & A. L.	About 23rd inst.
JAVA	TJIBODAS	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	About 22nd inst.

CANADIAN PACIFIC OCEAN SERVICES LIMITED



PACIFIC SERVICE.

SAILINGS FROM HONGKONG TO VANCOUVER

via Shanghai, Nagasaki (or Moji) Kobe and Yokohama.

Steamer	Leave Hongkong,	Arrive Vancouver.
"EMPRESS OF ASIA"	... 29th May.	... 16th June.
"EMPRESS OF RUSSIA"	... 26th June.	... 14th July.
"EMPRESS OF JAPAN"	... 9th July.	... 30th July.
"EMPRESS OF ASIA"	... 24th July.	... 11th August.
"MONTEAGLE"	... 2nd August.	... 28th August.
"EMPRESS OF RUSSIA"	... 21st August	... 8th September.
"EMPRESS OF ASIA"	... 18th September.	... 6th October.

"FARES—HONGKONG TO EUROPE"

"EMPRESS OF RUSSIA" "EMPRESS OF ASIA" ... ... Gold $491.00
EMPRESS OF JAPAN" "MONTEAGLE" ... ... Gold $436.00

Payable in Local currency at demand rate on New York.

For particulars regarding passage fares, sailings and reservation of accommodation, also Illustrated of trips and descriptive literature apply to— F. D. SUTHERLAND, General Agent, Passenger Dept. Phone 752.

For freight rates and through bills of lading via Vancouver in connection with Canadian Pacific Railway to all Overland Points in Canada and United States also to Europe and West Indies, apply to— J. H. WALLACE, General Agent Phone 12. HONGKONG. 33

P. & O.-BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

TO

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR

MARSEILLES AND LONDON

VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London, about
"NEURALIA"	28th May, Noon	Mid. June	June

FOR

BOMBAY VIA STRAITS & COLOMBO.

		Due Bombay about
"DILWARA"	23rd May	11th June

FOR

CALCUTTA VIA STRAITS & RANGOON.

		Due Calcutta
"ARRATOON APCAR"	end of May	— June

FOR

SHANGHAI MOJI KOBE, etc.

"ARRATOON APCAR"	15th May	SHANGHAI Only.

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & CO.,
22, Des Vœux Road Central, HONGKONG. Agents. [1

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

The following U.S. Shipping Board Steamers will be despatched for SAN FRANCISCO, PORTLAND, SEATTLE.

"WESTERN KNIGHT" ... ... About June 15th.
"WEST MUNHAM" ... ... " 25th.
"WEST CELINA" ... ... " July 5th.
"WEST HEMATITE" ... ... " " 5th.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE.

JOHN J. GOBMAN, GENERAL AGENT.

TELEPHONE 2477 & 2478. Fifth Floor, HOTEL MANSIONS.

Y. K. K.

YAMASHITA KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD).

NANYO MARU No. 1...
NANYO MARU No. 2...
NANYO MARU No. 3...
SODEGAURA MARU...
KYODO MARU No. 13...
TAMON MARU No. 1...
ASOSAN MARU
CHEIAN MARU

REGULAR SERVICE FOR FREIGHT BETWEEN HONGKONG, BANGKOK AND OR SINGAPORE.

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI, AGENT, TOP FLOOR, KING'S BUILDING.

TEL. 140 and 155. 112

KUHARA SHOJI KAISHA, LD.

KUHARA TRADING CO., LTD.
(Shipping Department).
HEAD OFFICE (KOBE).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERN, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAO, BANGKOK, SAIGON, VLADIVOSTOCK, SHANGHAI and TAIPEH.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

S.S. "BANSEI MARU NO. 5"

For NAGASAKI and KOBE, sailing hence on or about May 22nd.
For further particulars apply to—

CHU KYOKU TRADING Co.,
M. HASHIMOTO,
General Agents.

Telephone No. 3 [37

WEATHER REPORT.

May 13th, at 14.54.—In the absence of telegraphic returns from many important stations, no summary of pressure distribution can be given, and no weather map will be issued.

Hongkong rainfall, for the 24 hours ending at 10 a.m. to-day, 1·49 inch. Total since January 1st, 10.37 inches, against an average of 15.62 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
Hongkong to Gap Rock	East winds, moderate; cloudy, some rain.
Formosa Channel	None.
South Coast of China between Hongkong and Lamocks	None.
South Coast of China between Hongkong and Hainan	None.

CHINA COAST METEOROLOGICAL REGISTER.

MAY 13TH, A.M.

Station.	Hour	Barometer at Sea Level.	Temperature	Humidity	Wind Direction.	Wind Force.	Weather.
Vladivostock	6 a.	—	—	—	—	—	—
Nemuro	5 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishigakijima	"	—	—	—	—	—	—
Bonin Island	"	—	—	—	—	—	—
Weihaiwei	8 a.	—	—	—	—	—	—
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.85	57	98	NW	1	0
Gutzlaff	"	29.91	60	100	h	1	0
Sharp Peak	7 a.	29.74	70	90	ESE	1	0
Amoy	6 a.	29.72	73	96	—	0	b
Swatow	"	—	—	—	—	—	—
Taiho-ru	5 a.	29.75	73	86	N	2	0
Taichu	"	29.75	73	—	—	0	0
Tainan	"	29.75	73	—	ENE	2	0
Koshun	"	29.78	75	—	—	0	0
Pescadores	"	29.74	77	—	SSW	4	b
Canton	6 a.	29.72	74	95	N	2	0
Hongkong	"	29.70	75	96	—	3	0
Gap Rock	"	29.70	—	—	NNE	4	0
Macao	"	29.69	73	96	NW	1	0
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	7 a.	—	—	—	—	—	—
Tourane	"	—	—	—	—	—	—
Cape St. James	"	—	—	—	—	—	—
Aparri	6 a.	29.78	73	94	S	2	o
Dagupan	"	29.74	78	92	S	1	o
Manila	"	29.79	78	90	—	0	o
Legaspi	"	29.79	77	94	—	0	b
Tacloban	"	29.80	77	94	—	0	o
Iloilo	"	29.79	77	—	—	0	o
Surigao	"	29.79	75	93	—	0	o
Guam	4.20	—	—	—	—	—	—
Lapuan	6 a.	—	—	—	—	—	—

C. W. JEFFRIES, *Chief Assistant.*

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squal, r rain, s snow, t thunder, v visibility, w dew wet.

7. RAIN, in inches, t tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 13th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.69	29.90	29.71
Temperature	73	75	79
Humidity	95	93	84
Wind Direction	West	calm	ESE
" Force	1	0	3
Weather	odt	o	o
Rain	1.13	—	0.95

Highest open-air Temperature on 11th...82
Lowest open-air Temperature on 12th...74

HONGKONG TIDE TABLE

From 13th to 19th May, 1919.

Days of Week	Days of Month	High Water H'kong Standard Time.	High Water Height.	Low Water H'kong Standard Time.	Low Water Height.
		h. m.	ft. in.	h. m.	ft. in.
Tues.	13	m 8 12	6 4	m 1 49	2 5
		9 29 a	4 7½	2 58 a	1 6
Wed.	14	m 8 35	6 6	m 2 18	2 6
		10 12 a	4 6	3 24 a	1 3
Thur.	15	m 8 59	6 9	m 2 47	2 8
		10 53 a	4 5	4 10 a	1 1
Fri.	16	m 9 24	7 1	m 3 15	2 9
		11 33 a	4 2	4 48 a	0 9
Satur.	17	m 9 51	7 1	m 3 41	3 2
				5 28 a	0 9
Su.	18	m 0 15	4 1	m 4 4	3 4
		m 10 21	7 1	6 10 a	1 0
Mon.	19	m 1 53	3 8	m 4 46	3 6
		m 11 53	6 8	7 46 a	1 4

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal) EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

15

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
SWATOW and BANGKOK	"CHINHUA"	On 13th May, 10 A.M.
SHANGHAI	"TEAN"	On 13th May, Noon.
SWATOW and SHANGHAI	"CHIHLI"	On 13th May, Noon.
SWATOW and SINGAPORE	"LINAN"	On 14th May, 3 P.M.
MANILA, CEBU & ILOILO	"TAMING"	On 14th May, 3 P.M.
SHANGHAI	"SUNNING"	On 15th May, 4 P.M.
SHANGHAI & TSINGTAO	"CHENAN"	On 18th May, D'light.
PAKHOI and HAIPHONG	"KAIFONG"	On 19th May, 10 A.M.
SWATOW and BANGKOK	CHANGCHOW	On 19th May, Noon.
SWATOW, WEIHAIWEI, CHEFOO & TSIN	"KUEICHOW"	On 21st May, Noon.
SHANGHAI	"SUIYANG"	On 22nd May, Noon.
SHANGHAI and TSINGTAO	"YINGCHOW"	On 25th May, D'light.

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconveniences of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freights or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 36 4

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

"HAITAN"	Capt. A. H. Stewart ...	FRIDAY,	16th May, at 1 P.M.
"HAIHONG"	Capt. J. W. Evans ...	TUESDAY.	20th May, at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

3

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" AND "COLOMBIA,"
14,000 tons each.

HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.
THE SUNSHINE BELT.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG at Noon.

S.S. "COLOMBIA"		May 21st, 1919.
S.S. "VENEZUELA"		June 18th, 1919.
S.S. "ECUADOR"		July 16th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are Interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, LTD.

For further information rates, literature, schedules, etc., apply to

Telephone 41 COMPANY'S OFFICE in Alexander Buildings Chater Road. 46

P. & O. - BRITISH INDIA & APCAR LINES.

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NEURALIA	28th May, Noon.	Mid. June	June.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DILWARA	23rd May	11th June.

FOR

CALCUTTA VIA STRAITS & RANGOON.

ARRATOON APCAR	end of May	— June

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	
ARRATOON APCAR...	15th May	SHANGHAI Only.

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
22 Des Vœux Road Central, HONGKONG. Agents. [1

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
		tons
SHANGHAI, KOBE & YOKOHAMA ...		
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU	13,760 SAT. 24th May, at 11 A.M.
SHANGHAI, and KOBE		
LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	SHIDZUOKA MARU	12,520 SAT. 17th May, at Noon.
	KAGA MARU ...	13,300 SAT. 31st May, at Noon.
MELBOURNE VIA MANILA, ZAMBOANGA, THURSDAY IS. TOWNSVILLE BRISBANE & SYDNEY.	AKI MARU... ...	12,200...WED. 21st May, at 11 A.M.
NEW YORK VIA SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO and PANAMA CANAL ...	TATSUNO MARU	14,930 TONS. 27th May. (Cargo Only)
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO		
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	TENZAN MARU — ...	Middle May.

§ Omitting Shanghai and/or Moji. † Wireless telegraphy.

HONGKONG. VICTORIA. B.C.. SEATTLE

VIA

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

NEXT SAILINGS FROM HONGKONG.

†† FUSHIMI MARU ... 21,020 ... SUN., 22nd June, at 11 A.M.

†† Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA.
S. YASUDA, Manager.

Telephone 292 and 293

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leaves Hongkong
SHINYO MARU	22,000	... May 23rd
SIBERIA MARU	20,000	... May 24th, From YOKOHAMA.
PERSIA MARU	9,000	... June 18th.
KOREA MARU	20,000	... June 26th.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,300	... July, 19th
SEIYO MARU	14,000	... Nov. 4th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER.
King's Building.

TELEPHONE 2274 and 2275. 744

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES.
SHANGHAI, KOBE & YOKOHAMA	"NERA" 10,000	... On or about 12th June.
MARSEILLES VIA HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID	"PAUL LECAT" 20,000	... On or about 14th May.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURETT,
Acting Agent,
Queen's Building.

TELEPHONE 740. D

O. S. K

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.
* "AMUR MARU" ... ... Tuesday, 20th May.
"INDES MARU" ... ... Monday, 2nd June.
* "AMUR MARU" call Marseilles.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transhipment at Bombay to Company's steamer.
"BURMA MARU" ... ... Monday, 26th May

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN AND CAPE TOWN VIA SINGAPORE.
"HAWAII MARU" ... ... Saturday, 15th June.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.
"BURMA MARU" ... ... Monday, 26th May

SAIGON BANGKOK, SINGAPORE,—Regular Monthly service.
"UNNAN MARU" ... ... Sunday, 1st June.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.
"NANKIN MARU" ... ... Sunday, 1st June.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVER LAND POINTS U. S. in connection with Chicago Milwaukee and St. Paul Railway.
"AFRICA MARU" ... ... Thursday, 22nd May.

HAIPHONG—Three times a Month service.
"DAITOKU MARU" ... ... Wednesday, 21st May.

JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama.
"SIAM MARU" ... ... Monday, 26th May.

KEELUNG, TAKAO VIA SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.

FOR TAKAO VIA SWATOW AND AMOY.
"SOSHU MARU" ... ... Thursday, 22nd May, at 9 A.M.

FOR KEELUNG VIA SWATOW AND AMOY.
"KAIJO MARU" ... ... Sunday, 18th May, at 10 A.M.

For sailing dates and further particulars please apply to—

K. YAMASAKI,
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745. 16

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING"	"CHINA"
(15,000 tons, American Registry).	(10,200 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING"	"CHINA"
June 14th, 1919.	July 2nd, 1919.

An unsurpassed high-class passenger service.

Prince's Buildings. O. H. RITTER, Freight and Passenger Agent. Ice House Street. Tel. 1945.

POST OFFICE NOTICE.

Telegraphic communication with Waglan Lighthouse is interrupted since yesterday.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers, etc. for their use handed in at the G. P. O. will be packed and forwarded to them free.

REGISTERED and PARCEL MAILS close 15 minutes earlier than the time given below unless otherwise stated.

INWARD MAILS.

From	Per	Due
Shanghai	*Paul Lecat* ...	13th May.

OUTWARD MAILS.

For	Per	Date
Swatow and *Bangkok	*Chinhua* ...	Tuesday, 13th, 9.00 A M
Swatow, *Shanghai and *North China	*Chihli* ...	Tuesday, 13th, 11.00 A M
Shanghai and North China	*Tean*	Tuesday, 13th, 11.00 A M
*Cebu and *Iloilo	*Toyo Maru*, No. I	Tuesday, 13th, 11.00 A M
Philippine Islands	*Cyclops* ...	Tuesday, 13th, 2.00 P M
Hoihow and Haiphong ...	*Taksang* ...	Tuesday, 13th, 5.00 P M
Haiphong, Saigon, *Straits, *Bangkok, *Ceylon, *Mauritius, *South Africa, *India v.a Dhanushkodi, Aden, *Egypt and EUROPE via MARSEILLES ...	*Paul Lecat*	Tuesday, 13th. Registration 5.00 P M. Wednesday, 14th, Letters 8.30 A M
Fort Bayard	*Cornelia* ...	Wednesday, 14th, 8.00 A M
Swatow and *Straits	*Isuzu* ...	Wednesday, 14th, 11.00 A M
Saigon	*Telemachus* ...	Wednesday, 14th, 11.00 A M
Straits, Bangkok and Calcutta	*Yatshing* ...	Wednesday, 14th, 2.00 P M
Philippine Islands ...	*Taming* ...	Wednesday, 14th, 2.00 P M
Swatow, *Shanghai and *North China	*Chuyang* ...	Wednesday 14th, 5.00 P M
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhaunshkodi, Egypt and *EUROPE via SUEZ ...	*Pak Ling* ...	Thursday, 15th, Registration ... 1.45 P M. Letters ... 2.30 P M
Shanghai and North China	*Sunning* ...	Thursday, 15th, 3.00 P M
Swatow and Amoy	*Van Waerwijck* ...	Thursday, 15th, 3.00 P M
Swatow, Amoy and Foochow	*Haitan*	Friday, 16th, 1.00 P M
Shanghai, and North China... ...	*Chenan*	Saturday, 17th 5.00 P M
Pakhoi and Haiphong	*Kaifong* ...	Monday, 19th. 9.00 A M
Swatow and *Bangkok	*Changchow* ...	Monday, 19th, 11.00 A M
Philippine Islands	*Wingsang*	Monday, 19th 2.00 P M
Swatow, Amoy and Foochow ...	*Hai Hong* ...	Tuesday, 20th, 1.00 P M
Swatow, Weihaiwei, Chefoo and Tientsin	*Kueichow*	Wednesday, 21st, 11.00 A M
Shanghai and North China ...	*Suiyang*	Thursday, 22nd, 11.00 A M
Shanghai and North China	*Yingchow*	Saturday, 24th, 9.00 A M

* Correspondence bearing vessel's name only.

LOCAL AND REGULAR MAILS OUTWARD.

For	On Week-Days.	On Sundays & Holidays
Tai O ...	10.00 A.M.	10.00 A.M.
Tai Po	10.00 A.M.	10.00 A.M.
Cheung Chow	3.30 P.M. 6.00 P.M. Saturday 1.00 P.M. 6.00 P.M.	11.00 A.M. 5.00 P.M.
Shataukok, Shatin, Sheungshui, Autau, Ping Shan and Santin...	4.00 P.M.	11.00 A.M.
Aberdeen, Sai Kung and Stanley ...	4.30 P.M.	11.00 A.M.
Canton and Samshui	7.30 A.M. Reg 5.00 P.M. Letters 6.00 P.M. 2.00 P.M.	5.00 P.M.
*Canton (By Train)	4.00 P.M.	10.00 A.M.
Wuchow	7.30 A.M.	8.15 A.M.
Macao	1.30 P.M.	
Kongmoon	6.00 P.M. Except Saturday, 6.00 P.M.	5.00 P.M.
Namtau and Sanmei ...	10.00 A.M.	10.00 A.M.
Shamchun	4.00 P.M.	

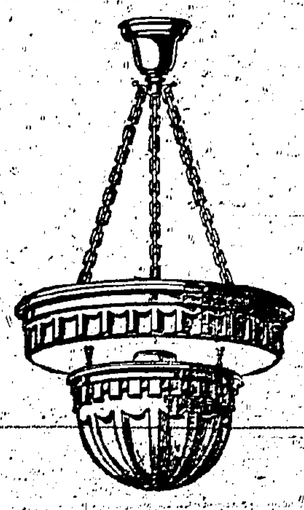
In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

ELECTRICAL FITTINGS

For the latest types of Lamps and Fans.

Visit our Electrical Show Room at 14, Des Vœux Road.

One centre ceiling light replaces four or five ordinary bulbs and gives a more diffused light with the "BRASCOLITE" FITTING.



Prepare for the warm weather and send your fans in to be cleaned and plated.

A new stock of the latest models due to arrive.

WILLIAM C. JACK & CO., LTD.

[22-4

COMERCIAL.

OPENING QUOTATIONS.

	May 12th
On London—	
Telegraphic Transfer	2/6
Bank Bills, on demand	2/6 1/8
Bank Bills, at 30 days' sight	2/6 1/8
Bank Bills, at 4 months' sight	2/6 1/8
Credits, at 4 months' sight	2/7 1/8
Documentary Bills, 4 months' sight	2/7 1/8
On Paris—	
Bank Bills on demand	503
Credits, at 4 months' sight	52 1/2
On New York—	
Bank Bills, on demand	81 3/4
Credits at 60 days' sight	84 1/4
On Bombay—	
Telegraphic Transfer	nom.
Bank Bills, on demand	—
On Calcutta—	
Telegraphic Transfer	nom.
Bank Bills, on demand	—
On Shanghai—	
Bank Bills, at sight	nom.
Private, 30 days' sight	—
On Yokohama—On demand	169
On Manila—On demand—Pesos	167
On Singapore—On demand	149
On Batavia—On demand	200
On Haiphong—On demand	nom.
On Saigon—On demand	—
On Bangkok—On demand	44
Sovereigns, Bank's Buying Rate	$ 5.65 n.
Gold Leaf, 100 fine per tael	$41.20
Bar Silver per oz 3 d April	—

Subsidiary Coins.

	Per cent.
Hongkong...20 cents piece	$0.60 Discount.
Hongkong...10 "	0.14 "
Canton .....20 "	4.70 "
Canton .....10 "	0.00 "

FORTHCOMING EVENTS.

TO-DAY.

4 p.m.—Hongkong General Chamber of Commerce, General Meeting.

TO-NIGHT.

9.15 p.m.—Banyard American Musical Comedy Co., at the Theatre Royal.—"Hello Hawaii."

9.15 p.m.—Victoria Theatre.

9.15 p.m.—Coronet Theatre.

Saturday, May 17th:—
11.30 a.m.—Hongkong Electric Co., Ltd., Ordinary General Meeting.

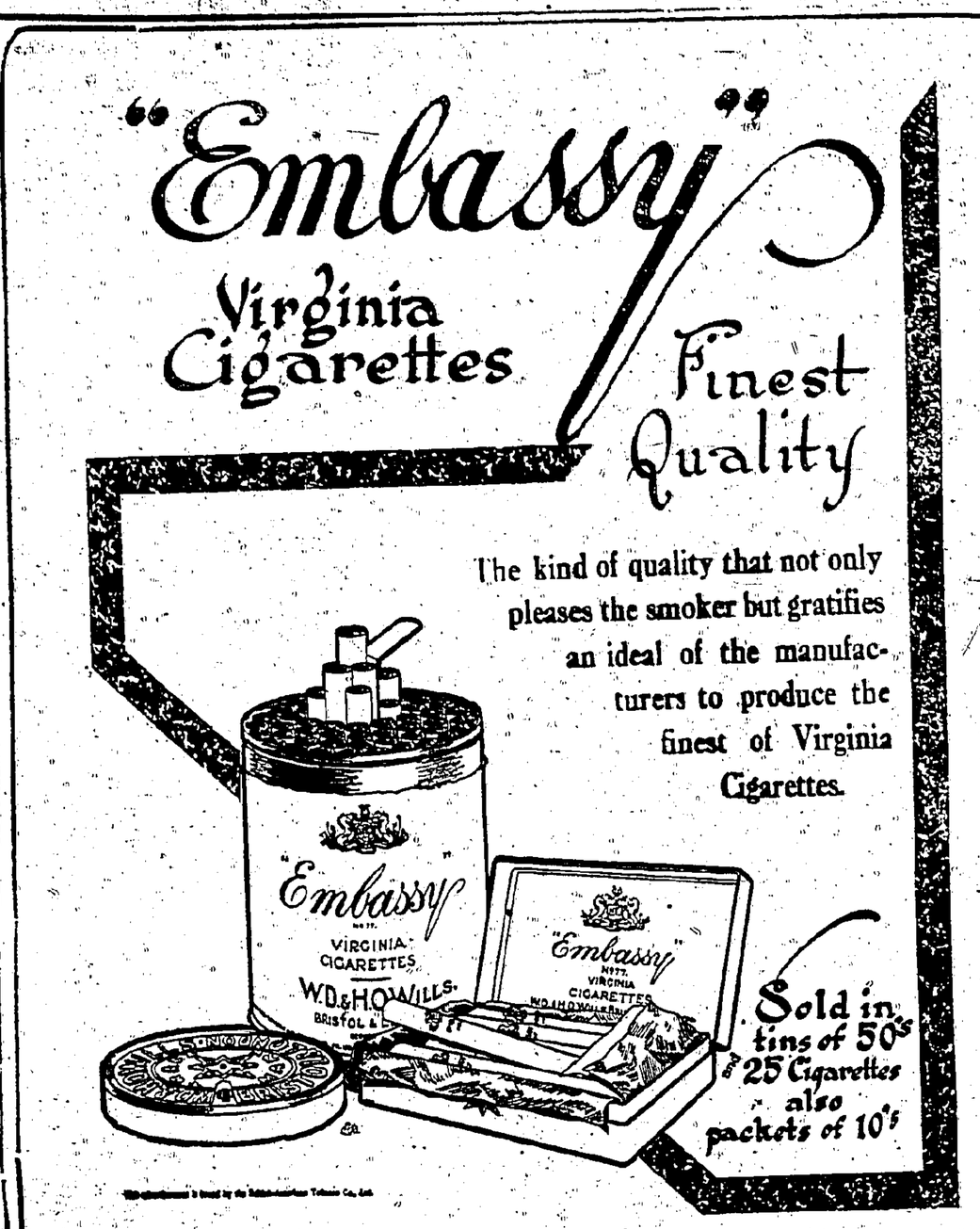
Wednesday, May 21st:—
11.30 a.m.—Canton Insurance Office, Ltd., Meeting of Shareholders.

Thursday, May 22nd:—
Noon—Union Insurance Society of Canton, Ltd., Ordinary Yearly Meeting.

12.30 p.m.—China Fire Insurance Co., Ltd., Ordinary Yearly Meeting.

12.45 p.m.—British Traders' Insurance Co., Ltd., Ordinary Yearly Meeting.

Friday, May 23rd:—
Noon—A. S. Watson & Co., Ltd., Ordinary General Meeting at the Hongkong Hotel.



This advertisement is issued by British-American Tobacco Co., (China), Ltd.

THE BANK OF TAIWAN, LIMITED.
(TAIWAN GINKO).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ...	Yen 30,000,000
Capital (Paid-up)...	" 27,500,000
Reserve Funds	" 6,590,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Pinan, Shinchiku, Makung, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaja, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
Capital and Counties Bank London and South-Western Bank, Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Chosen, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, Africa, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

NAOKICHI YANAGITA,
Hongkong Branch, Manager.
3, Des Vœux Road.
Hongkong April 1st, 1919. [52

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.
Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent per annum.
For the Hongkong and Shanghai Banking Corporation,
N. J. STABB,
Chief Manager.
Hongkong November 2nd 191 10

香港華商總會報
HONGKONG CHINESE COMMERCIAL NEWS
Incorporated with the
CHUNG NGOI SAN PO
(Chinese *Daily Press*).
Published Daily under the auspices of the CHINESE CHAMBER OF COMMERCE.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vœux Road Central, Hongkong, 121, Fleet Street, London, or from the different Agents.
Documents translated from or into Classical Collequial Chinese.

BANQUE INDUSTRIELLE DE CHINE
(FRENCH BANK).

Subscribed Capital ...	F. 75,000,000
Paid Up	F. 37,500,000
(1/3 of the Capital, i.e., F. 25,000,000 subscribed by the Government of the Chinese Republic.)	

Chairman of the Board of Directors — André Berthelot
General Manager — A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Peking	
Shanghai	Saigon
Tientsin	Haiphong
Hongkong	Yunnanfu
Hanoi	Vladivostock
Canton	Foochow

BANKERS:
In FRANCE: Société Général pour favoriser le Development du Commerce et de l'Industrie en France.
In LONDON: London County Westminster & Parr's Bank, Ltd.
London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French exchange.

M. ROUET DE JOURNEL,
Manager.
Hongkong, April 1st, 1919. [85

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch St., London.

Authorised Capital	£1,500,000
Subscribed "	1,500,000
Paid-up "	750,000
Reserve Fund & Rest	785,700

Bankers:
The Bank of England.
The London Joint City & Midland Bank, Ltd.

Branches:

Bombay	Galle	Karachi
Calcutta	Hongkong	Kota Bhara
Colombo	Howrah	Kuala Lumpur
Delhi	Kandy	Madras
Port Louis (Mauritius).		

Penang
Rangoon
Shanghai
Singapore

Hongkong Branch.

Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES,
Acting Manager.
No. 7, Queen's Road Central,
Hongkong, April 11th, 1919. [84

THE BANK OF CHINA GOVERNMENT BANK.

(Specially Authorised by Presidential Mandate of 2nd November, 1917.)

Authorised Capital	$80,000,000
Paid-up Capital	$12,379,800
Reserve Funds	3,197,400

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES.
(Peking):—Haiting, Tungchow. (North): Miyun, Chohsien, Fahsien, Niulansan. Hsuanhua. (Chihli): Tientsin, Paotingfu, Lutai, Tsinhsisien, Sangfang, Shuntehfu, Tangshan, Taming, Choluhsien, Weinsien. (Manchuria): Changchun, Moukden, Kirin, Taitsihar, Newchang, Liaoyuanchow, Heho, Hsinmingfu, Tsonanfu, Harbin, Dalny, Antung, Tiehling, Chinghsien, Sifeng, Hulan, Suiwafu, Hailunfu, Ninguta, Kungchuling, Liaoyang, Fuyu, Yenchi, Kaiyuensien (Hupeh): Hankow, Shasi, Ichang, (Hunan): Changsha, (Kiangsu); Shanghai, Nanking, Soochow, Yangchow, Chinkiang, Wusih, Hsuchowfu, Tungchow, (South): Tsinkiangpo. (Shantung): Tsinan, Tsingtao, Chefoo, Tenghsien, Lintsinhsien. (Shansi): Taiyuanfu, Yunsheng, Sinkianhsien, Tatungfu. (Honan): Kaifung, Chowkiakow, Hsuhsien, (Kwangtung): Hongkong, Canton, Swatow, Kiungchow. (Fukien): Foochow, Amoy, Hankong. Chuanchowfu, Changchowfu, Santuao, (Chekiang): Hanchow, Shaoshing, Huchowfu, Kashing, Wenchow, Ningpo, Lanchi, Yuyao, Haimen (Kiangsi): Nanchang, Kiukiang, Kanchowfu, Chintenchen, Chian. (Anwhei): Wuhu, Ankiang, Pangfow, Luchowfu, Tatung, Tungki, Luan. (Szechuen): (Kweichow): Kweiyangfu, (Shansi): Sianfu, Hangchungfu. (Suiyuan): Kweihwating, Paotowchen (Tsahar): Kalgan, Fengchen, (Urga): Urga, Hakiatao.

HONGKONG BRANCH.
Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted. Loans granted on approved securities. Special facilities for Home Exchange.

TSUYEE PEI,
Manager.
Hongkong, February 24th, 1919. 371

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital	£1,200,000
Reserve Fund...	£2,100,000
Reserve Liability of Proprietors	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.
Hongkong, April 8th, 1919. [84

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £1,500,000, at 2/—=	$15,000,000
Silver	$21,000,000
	$36,000,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors:
J. A. Plummer, Esq.—Chairman.
E. V. D. Parr, Esq.—Deputy Chairman.
A. H. Compton, Esq. | Hon. Mr. P. H. Holyoak
Hon. Mr. S. H. Dodwell. | Hon. Mr. D. Landale
C. S. Gubbay, Esq. | W. L. Pattenden, Esq

Chief Manager:
Hongkong—N. J. Stabb, Esq.

Manager:
Shanghai—A. G. Stephen, Esq.

London Bankers:
LONDON COUNTY AND WESTMINSTER & PARR'S BANK, LIMITED.

Hongkong Interest Allowed.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
On Fixed Deposits.
For 3 months, 2½ per cent. per annum.
" 6 " 3½ " " "
" 12 " 4 " " "

N. J. STABB,
Chief Manager.
Hongkong, March 13th, 1919. 9

BANQUE DE L'INDO-CHINE
(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Capital	Frs. 48,000,000
Reserves	" 50,000,000

BRANCHES AND AGENCIES.

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Vladivostock
Hanoi	Pondichery	

Bankers:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industrial et Commercial; Societe Generale.
IN LONDON: The National Provincial & Union Bank of England Ltd; Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.

A. SIBE,
Acting Manager.
Hongkong, October 21st, 1918. 108

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